



WYONG CIVIC AND CULTURAL CENTRE MASTER PLAN



PREPARED BY: MOIR LANDSCAPE ARCHITECTURE FOR: WYONG SHIRE COUNCIL | REVISION B | JOB O686 | AUGUST 2011



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1. BACKGROUND MASTER PLAN INTRODUCTION

1.1 PURPOSE OF THE REPORT

Wyong Shire Council has engaged Moir Landscape Architecture to prepare a Master Plan for the proposed Cultural and Civic Centre, north of the Wyong Town Centre.

The study seeks to provide a framework for the future of the Wyong Town Centre, based on a clear vision and a comprehensive set of development principles.

The proposed masterplan is a long term plan intended to be implemented over the next 10-15 years.

The aim of the Wyong Cultural and Civic Master Plan is to:

- Provide guidance to Wyong Shire Council on the delivery of the master plan.
- Guide developers who are seeking to develop sites within the study area.
- Identify future studies and steps that should follow the master plan.

The Wyong Cultural and Civic Master Plan aims to demonstrate the importance of Wyong as the administrative and cultural hub of Wyong Shire and the Central Coast.

1.2 SCOPE OF WORKS

The scope of work includes the development of a master plan for the Civic and Cultural Precinct. The development of the master plan is intended to be of adequate detail and scale that enables sufficient analysis of the challenges and opportunities that exist. The master plan will include both a visual master plan and also a written document that provides a comprehensive analysis of the precinct and options included.

The following items have been considered in the preparation of the master plan:

- A landuse planning scheme that identifies both the opportunities and constraints for the precinct.
- Develop conceptual design for Frank Ballance Park including preliminary cost estimates.
- Integration of the proposed Arthouse, Regional Police Station (currently under construction) into the master plan.
- Location of potential car park sites.
- Road and pedestrian concept designs.
- Detailed streetscape improvements and public domain treatments.
- Opportunities for incorporating public art.
- Flood mitigation works associated with the redevelopment of Frank Ballance Park.

The intersection of Anzac Avenue and Margaret Street is considered to be the spine of the precinct. The masterplan is to identify the need to better manage the relationship between pedestrian and traffic movements in light of future urban development within the precinct.

1.3 REPORT STRUCTURE

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MASTER PLAN INTRODUCTION
PLANNING CONTEXT
CATALYST PROJECTS
MASTER PLAN PROCESS

Provides background into the planning context and process of the master plan development stage.

CONTEXT

2

REGIONAL CONTEXT
STUDY AREA
MASTER PLAN OBJECTIVES

Provides an overview of the context of Wyong Town Centre and indicated the objectives of the Wyong Cultural and Civic Master Plan.

ANALYSIS

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NATURAL FEATURES
BUILT FORM
ACCESS & CONNECTIVITY
STUDY AREA CHARACTER

Contains an analysis of the various opportunities and constraints of the existing built form, movement patterns, character and features of the Study Area. Analysis of the town centre was undertaken through a number of Site visits, desktop investigation and consultation with council staff, community members and key stakeholders. This analysis information forms the basis upon which the master plan objectives are developed.

MASTER PLAN

4

URBAN DESIGN PRINCIPLES
MASTER PLAN

Outlines the key urban design principles developed through the analysis phase and indicates how these principles have been applied to the generation of the Wyong Cultural and Civic Centre Master Plan.

IMPLEMENTATION

5

IMPLEMENTATION STRATEGIES

The implementation section of the report provides detailed concept designs for key areas within the master plan. It also outlines the principles that should be applied to future development within the Study Area.

1. BACKGROUND PLANNING CONTEXT

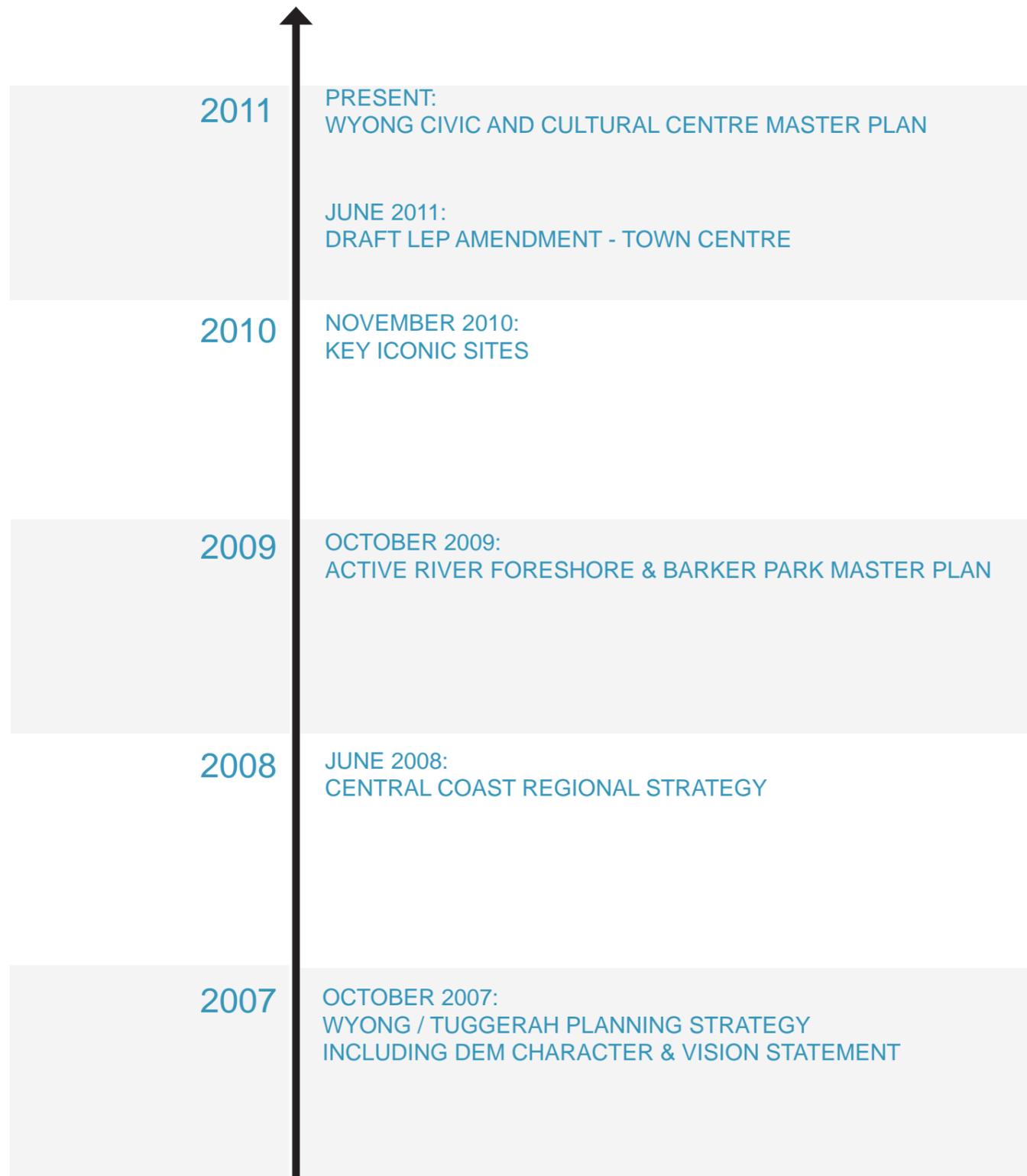


FIGURE 1. PLANNING CONTEXT TIME LINE

1.4 PLANNING BACKGROUND

The development of the master plan is consistent with the strategic directions of the following documents:

WYONG / TUGGERAH PLANNING STRATEGY, INCLUDING DEM CHARACTER & VISION STATEMENT

This strategy outlines Council's and the community's visions for the Wyong/Tuggerah area with a range of actions to achieve these visions. This Strategy provides a starting point from which future planning can be undertaken and the current planning framework amended.

CENTRAL COAST REGIONAL STRATEGY

The Central Coast Regional Strategy applies to the local government areas of Gosford and Wyong and is one of a number of regional strategies recently prepared by the Department of Planning. In 2008 the Central Coast Regional Strategy was adopted by the Department of Planning. The strategy defined Wyong as a "Major Centre" to perform the main civic and administrative roles for Wyong Shire.

ACTIVE RIVER FORESHORE & BARKER PARK MASTER PLAN

Wyong Shire Council engaged Jackson Teece to prepare a master plan for land located at Wyong known as the Active River Foreshore Precinct and Baker Park Precinct. The document assists Council and the community with directions to sustainably manage the River Foreshore and the Recreational Open Space Area over the next 20 years. The master plan was based upon the recommendations and strategies of the Wyong/Tuggerah Planning Strategy - Urban Design Vision and Master Plan prepared Wyong Shire Council.

KEY ICONIC SITES

Council considered a report titled "Iconic Development Sites" at its ordinary meeting on 24 November 2010. The report identified 31 Iconic Development Sites within the Shire that have the potential to create economic growth and development confidence.

DRAFT LEP AMENDMENT - TOWN CENTRE

The Local Environmental Plan (LEP) outlines what development is allowed in each zoning and special provisions. The plan indicates the land uses, building types and planning controls within the Wyong Town Centre.

WYONG CIVIC AND CULTURAL CENTRE MASTER PLAN

On August 25th 2010, Council recommended that Council was to initiate a master plan for the Wyong Cultural Precinct Master Plan. Moir Landscape Architecture was engaged in January 2011.

1. BACKGROUND CATALYST PROJECTS

1.5 CATALYST PROJECTS

THE ART HOUSE

Wyong Shire Performing Arts and Conference Centre

The Art House, Wyong Shire Performing Arts and Conference Centre is a facility developed by Wyong Shire Council to support the development and showcasing of a wide range of arts whilst focusing primarily on the performing arts. It will be a place for exhibitions, performance, rehearsal, partnerships, mentoring, development, education and, networking for students, amateurs and professionals.

The facility has been developed in response to the Wyong Performing Arts Centre Feasibility Study (TZG 2006) which identified a significant shortfall in accessible cultural facilities for the needs of the region's growing population. The Art House in Wyong is designed to be a flagship arts facility for the region. Complimenting facilities in Gosford, it will provide increased capacity to better position the Central Coast in the national performing arts market, significantly enhance creative industry training and vocational opportunities, and support new partnerships and programming for tourism, culture and business.

Replacing the current 300 seat Wyong Memorial Hall on the corner of Anzac and Margaret Streets Wyong, The Art House will consist of a 500 seat theatre, 120 retractable seat studio, rehearsal space, gallery, large foyer, a café, meeting, dressing and green rooms and supporting administrative, storage and technical workshop areas. Increased demand for car parking will be met by 21 on site car parking spaces and additional spaces funded by the Art House via developer contributions will be located within close proximity on land identified in the Wyong Civic and Cultural Precinct master plan.



Proposed Art House

WYONG REGIONAL POLICE STATION

The Wyong Regional Police Station (currently under construction) is located on Hely Street adjacent to the Wyong Courthouse. The station will become the regional centre for police operations in the northern portion of the Central Coast. The proposed Police Station will create in excess of 100 jobs within the town centre. The development will add to the current car parking issues in the areas and contribute to associated traffic congestion.



Regional Police Station (Under Construction)

KEY ICONIC SITES

Council considered a report titled "Iconic Development Sites" at its ordinary meeting on 24 November 2010. The report identified 31 Iconic Development Sites within the Shire that have the potential to create economic growth and development confidence.

Key Iconic Sites identified within the Wyong Town Centre include:

- Anzac Avenue Community Centre- Corner of Anzac Avenue and Hely Street
- Chapman Building- Corner of Alison Road and Hely Street
- Grand Hotel- Pacific Highway
- Proposed Aldi Site- Corner of Pacific Highway and Hope Street



Key Iconic Sites

1. BACKGROUND MASTER PLAN CONTEXT

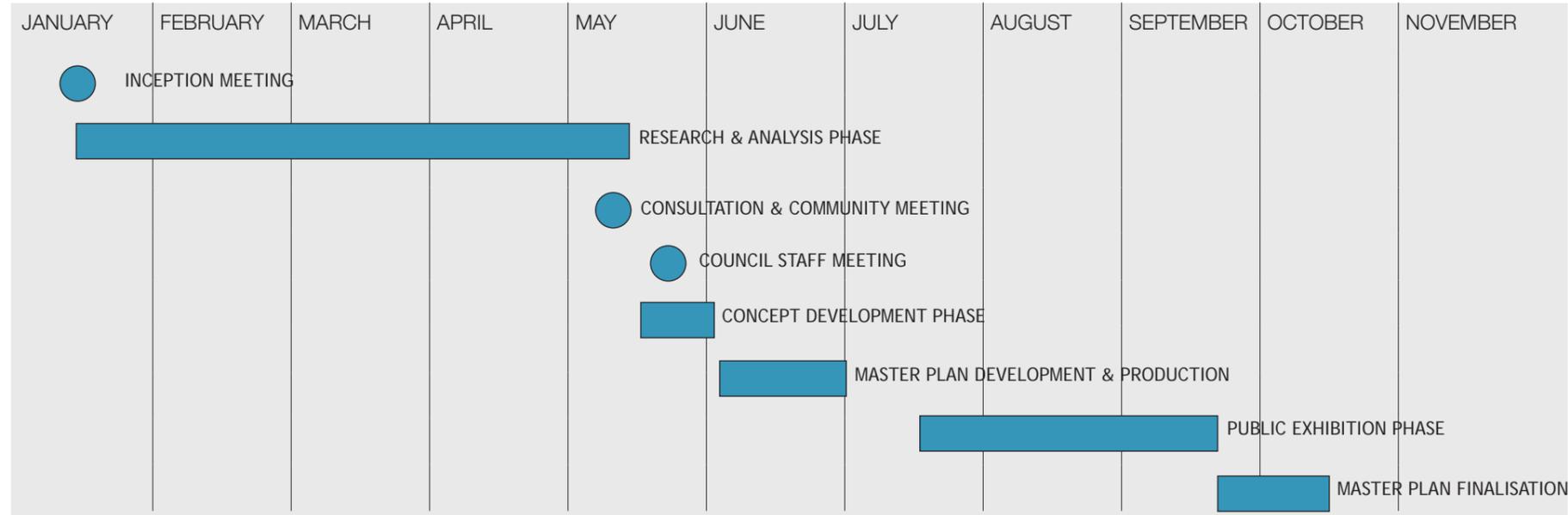


FIGURE 2. MASTER PLAN DEVELOPMENT TIME LINE

1.6 MASTER PLAN PROCESS

1. RESEARCH AND ANALYSIS PHASE

The research and analysis phase of the master plan process included site analysis, photographic surveys, meetings with Council staff and the community to assist in the development of a range of preliminary opportunities and constraints for the Wyong Civic and Cultural Precinct.

2. CONCEPT DEVELOPMENT PHASE

The concept development phase of the master plan process involves the refinement of the opportunities and constraints identified for the Wyong Civic and Cultural Precinct in the aim of providing workable solutions.

3. MASTER PLAN DEVELOPMENT AND PRODUCTION

The master plan development phase has been refined in response to feedback from the concept design.

4. PUBLIC EXHIBITION PHASE

Once a final master plan has been developed it will be placed on exhibition for community feedback.

5. MASTER PLAN FINALISATION

Master plan finalisation stage of the process will follow the public exhibition phase of the process.



Community Consultation Meeting- 10th May 2011.



1. BACKGROUND WSC SUSTAINABILITY PRINCIPLES

1.7 RELATIONSHIP TO WSC SUSTAINABILITY PRINCIPLES

THINK HOLISTICALLY. ACT RESPONSIBLY



A sustainable Wyong Shire recognises that people, nature and the economy are affected by our actions. We plan for the long-term and recognise shorter term needs. We integrate these considerations into our decision making, working with the forms and functions of the natural environment and with our social and economic attributes as the basis of our planning and development.

The Wyong Civic and Cultural Precinct Master Plan focuses on the quadruple bottom line that reinforces the role of economic, social, environmental and governance that is important to Wyong Town Centre. The precinct reinforces the objectives and outcomes of the adopted Wyong/Tuggerah Planning Strategy and also the Central Coast Regional Strategy. The master plan integrates various land uses including commercial, residential, cultural and social planning with an emphasis on consolidation of existing asset and infrastructure base. The master plan seeks to establish the most practical schematic plan that integrates the various land uses and provides a place safe to live, work and play.

SMART, LOCAL, ADAPTABLE.



A sustainable Wyong Shire responds to future challenges by embracing innovation and acting timely and effectively. We base our actions locally, mindful of our place in the world, building on our strengths and special qualities of place and community.

The Wyong Cultural and Civic Precinct Master Plan focuses on the community and cultural strengths of Wyong. The catalyst for development is the LEP for Wyong Town Centre and also the proposed Art House. There is an emphasis on reinforcing the role and importance of the Cultural and Civic Precinct. There is economic sense in developing in the centre including close proximity to transport nodes, existing services and close location to the market place.

CARE FOR NATURE.



A sustainable Wyong Shire recognises the intrinsic value of biodiversity and natural ecosystems, protecting the environment for the benefit of all life forms. We commit to the sustainable use of natural resources to maintain healthy ecological systems for the benefit of present and future generations.

The master plan highlights the need to develop the Cultural and Civic Precinct and to concentrate land use activities as close as possible to transport nodes. The driving planning mechanism is the Wyong Town Centre LEP for Wyong Town that will facilitate increased residential and commercial densities in the town centre. This intensification of employment and residential components will help in minimising carbon footprints in the Shire. There is a concerted effort to utilise existing facilities within the established urban network of Wyong Civic and Cultural Precinct including better ways to manage existing assets. Storm water management is a significant issue in the town centre of Wyong. Due to topographical patterns and drainage lines the precinct experiences periods of localised flooding. As a result the master plan includes proposed mitigation methods located at Frank Ballance Park and also a program for updating existing drainage networks to help in mitigating this problem.

1. BACKGROUND WSC SUSTAINABILITY PRINCIPLES

GOOD PROCESSES, IMPROVED OUTCOMES.



A sustainable Wyong Shire demonstrates leadership, accountability, transparency and financial responsibility in all decision making. We measure our prosperity by the health and wellbeing of our people, environment and economy and strive for continuous improvements

As part of the master plan the tender process was developed in accordance with Councils Procurement Policy, development of the Art House, probity policy for engagement of consultants and the requirement for external funding. Public domain works need to be identified in the budget and also in future Management Plans. The master plan aligns with key strategic Council policies including the draft Community Strategic Plan and Council Strategic Plan 2011-2015. Engagement and facilitation of the Key Iconic Site processes that reinforce the role of the Centres Policy that focuses on town centre development.

WORK TOGETHER.



A sustainable Wyong Shire community builds partnerships by engaging with and listening to all facets of society, working together for the benefit of the whole. We have a culture of collaboration and participation that encourages innovation, sharing of resources, engagement in decision making and shared accountability for all results.

As part of the project brief, Community Engagement was identified as a critical component of the overall process that values the input and aspirations of its community. A community workshop was conducted on 10th May 2011 and included valuable feedback that highlighted the aspirations and challenges of the community for the precinct.

- Provide avenues for community feedback.
- Engaging with relevant key stakeholders through consultation and workshopping.
- Developing an integrated approach that utilises both Council and community resources.

LEAD BY EXAMPLE.



A sustainable Wyong Shire leads by example with actions for positive change and supports visionary policies and practices within the community. We involve people with the relevant skills and knowledge in our projects and recognise there are many ways to achieve our goals. We embrace the opportunity to learn from our actions and the actions of others.

Key Principles:

- Increased residential and commercial development alongside main public transport nodes including Wyong Train Station to provide incentives for reduced private vehicle usage and promote a healthy environment.
- Ensuring a balance between development and open space provisions.
- Reinforcing the role of Frank Ballance Park as an active open space area.
- Provision of public domain improvements that will facilitate place making and contribute to the sense of place.

1. BACKGROUND WSC COMMUNITY PLAN

1.8 RELATIONSHIP TO WSC COMMUNITY STRATEGIC PLAN

CREATING A BETTER QUALITY OF LIFE

Communities will be vibrant, caring, connected with a sense of belonging and pride in their local neighbourhood.

There will be ease of travel within the Shire, and to other regional centres and cities. Travel will be available at all hours and will be safe, clean and affordable.

The masterplan provides a framework that reinforces the positive attributes of the town centre and seeks to build upon the key assets. The masterplan provides a schematic plan of how the precinct might look in the future that centres around civic and public domain improvements with particular emphasis on Frank Balance Park. There is a focus on development within the town centre and the masterplan is consistent with regional and state policies associated with facilitation of urban development within existing centres that focus of public transport nodes.

The core objective of the masterplan is to:

- To provide for an integrated land use plan that promotes the precinct as a civic and cultural hub.
- An urban design framework to improve the urban fabric of the precinct including public domain improvement preliminary redesign of Frank Balance Park including landscape design.
- To improve connectivity including pedestrian movements between the precinct and the town centre
- To ensure that stormwater management issues are given high priority in any urban / landscape design.

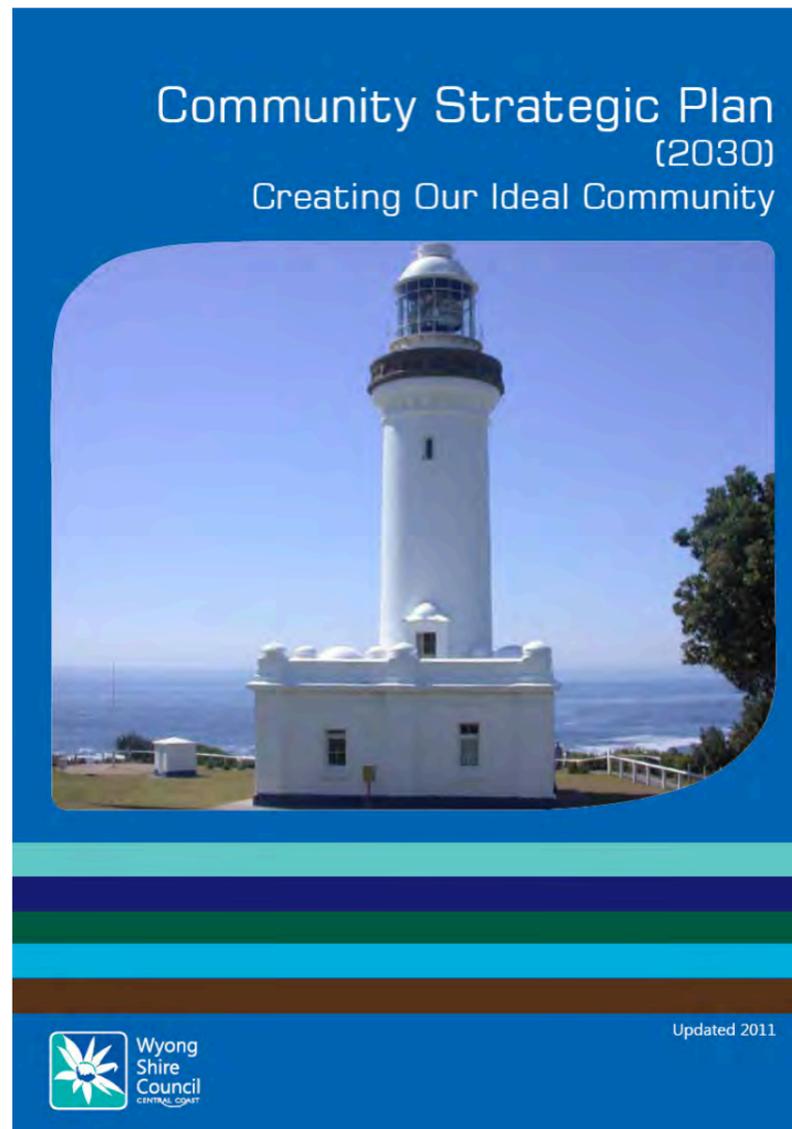
The masterplan established eight key design principles that were the foundations of the masterplan development.

DIVERSE FACILITIES AT YOUR DOORSTEP

Communities will have access to a diverse range of affordable and coordinated facilities, programs and services.

The masterplan identifies the proposed Art House as a pivotal hub that enables the facilitation and promotion of cultural activities and services that would enable greater participation in community building. The centre will have ability to offer a diverse range of uses and programs that would seek engagement from a wide spectrum of audiences.

The masterplan highlights the need to focus on precinct planning including the role and demand for civic and cultural services that are intertwined. The future planning of the precinct through the local environmental plan process highlights the need to increase commercial and mixed use densities and also pinpoints the potential future role of both the Wyong Regional Police Station and also Wyong RSL Club, both key stakeholders within the precinct.



PRESERVING OUR NATURAL WONDERS

Areas of natural value in public and private ownership will be enhanced and retained to a high level in the context of ongoing development.

There will be a sense of community ownership of the natural environment through direct public involvement with environmental programs.

The masterplan has identified the importance of Frank Balance Park and role of open space provision in the town centre. There is an emphasis on streetscape design and development with the park been the key open space component in the precinct. The extension of Frank Balance park will enable the ability to provide for drainage mitigation measures and also provide a larger town centre park that will within proximity to the expected commercial and residential in-fill development.

WORKING HARD FROM HOME

There will be a strong sustainable business sector and increased local employment built on the Central Coast business strengths.

Information communication technology will be consistent with world's best practise and adaptive to technological advances across the sectors.

The masterplan seeks to provide a visual representation of the implementation of the draft local environmental plan for Wyong Town Centre that includes all land within the masterplan precinct. The draft LEP places a strong emphasis on the establishment and facilitation of employment growth within the town centre including parcels of land within the masterplan precinct. Under the draft LEP employment targets in the town centre is estimated at 1300 jobs that will require appropriate commercial building development.

A PLACE WHERE YOU ARE ALWAYS LEARNING

The community will be well educated, innovative and creative. People will attain full knowledge potential at all stages of life.

The masterplan has identified land that is earmarked for future commercial development. Permissible land uses include learning facilities. Possible options might include a community library and the utilisation of floor space within the Art House. The proposed Art House will have usable space for the delivery and learning of cultural building programs including performance arts. Other possible options might include community based services within the Key Iconic Site.

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- 2.3 STUDY AREA BUILT FORM
- 2.4 MASTER PLAN OBJECTIVES



2. CONTEXT REGIONAL CONTEXT

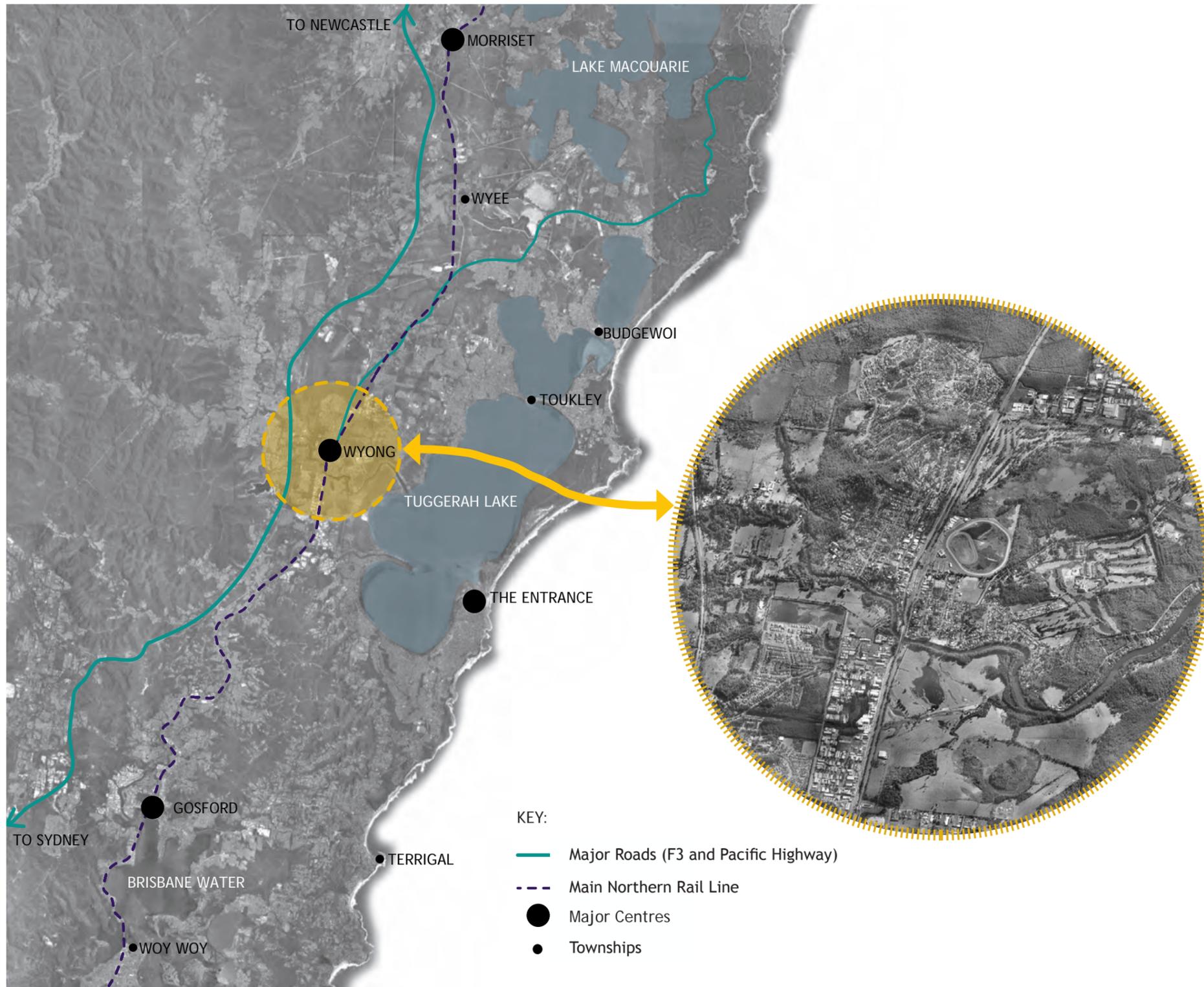


FIGURE 3. MASTER PLAN REGIONAL LOCATION

2.1 REGIONAL CONTEXT

Wyong is located on the Central Coast of New South Wales, approximately 90 minutes north of Sydney and 60 minutes south of Newcastle.

Wyong was identified as a Major Centre in the Central Coast Regional Strategy which was adopted by the Department of Planning in 2008.

Settlement in the Central Coast is characterised by a network of towns, villages, neighbourhoods and rural communities. Seventy per cent of future residential growth to 2031 is forecast to occur in the Wyong Local Government Area.

It is proposed that as a major centre, Wyong will provide the Central Coast with a vital economic, employment, civic, residential, social and cultural roles for the northern half of the Central Coast and support the Gosford Regional Centre.

2. CONTEXT STUDY AREA



FIGURE 4. MASTER PLAN STUDY AREA

2.2 STUDY AREA

The study area is defined by the location of commercial, administration and community buildings directly north of the existing town centre core. The focus of the study area surrounds the location of the existing Memorial Hall, which is the site of the proposed Art House. The study area encompasses a range of land uses including residential, commercial, administration and open space.

There are a range of opportunities and challenges that exist within the study area.

The relationship of the study area to surrounding context will also form an integral portion of the design development process. The study area is located adjacent the existing strip retail centre along the Pacific Highway, and retail precinct along Alison Road. Design principles proposed within the study area will ensure a strong relationship with the surrounding context.

2. CONTEXT STUDY AREA

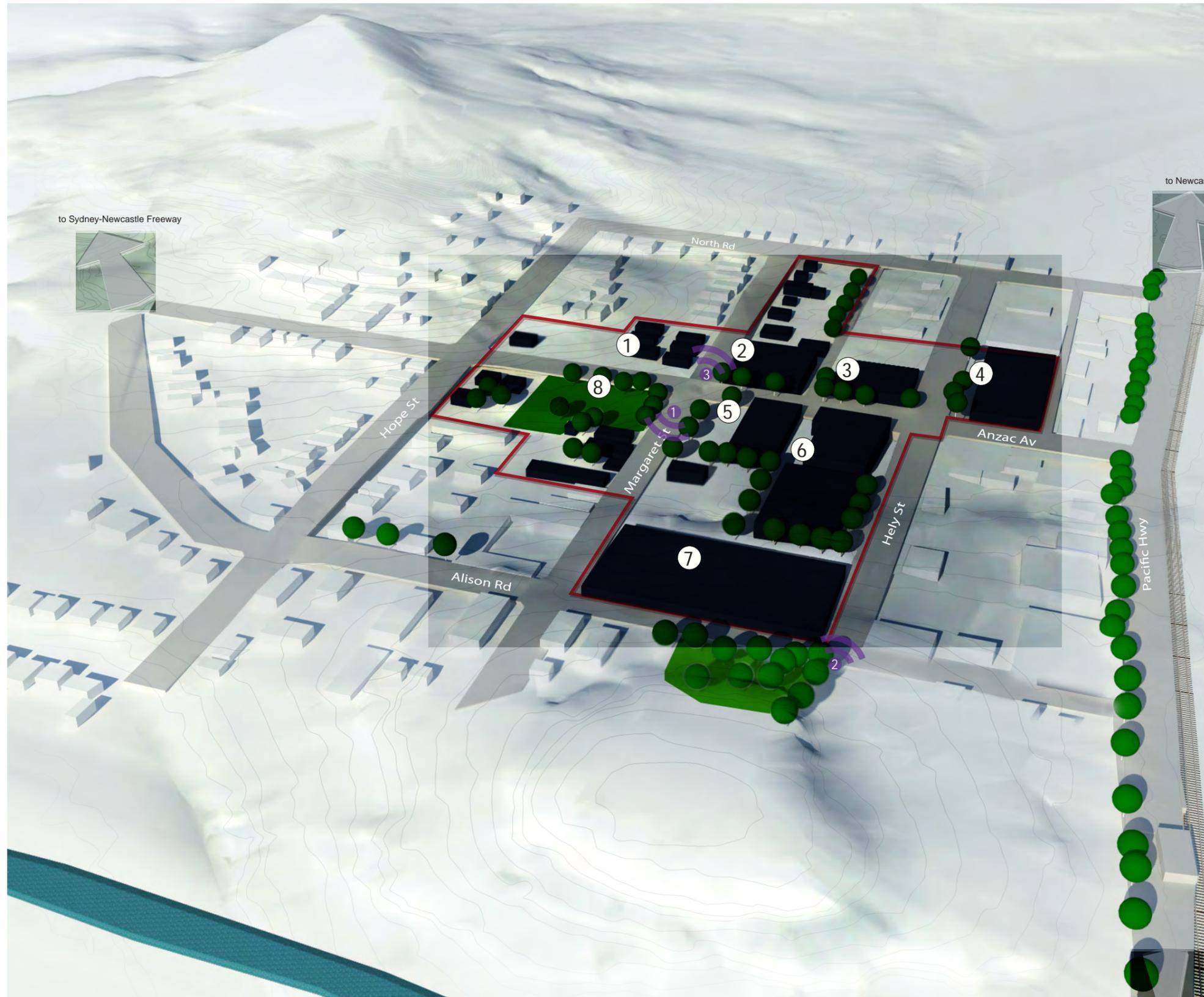


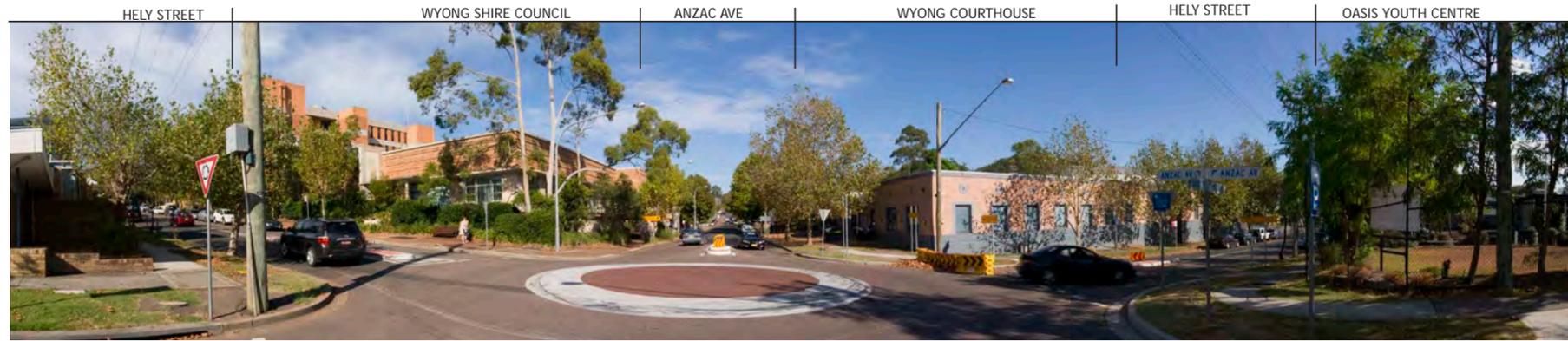
FIGURE 5. MASTER PLAN STUDY AREA

2.3 STUDY AREA BUILT FORM

Key Sites located within the study area include:

1. WYONG BOWLING CLUB
2. WYONG MEMORIAL HALL
3. WYONG COURTHOUSE
4. OASIS YOUTH CENTRE
5. WYONG RSL CLUB
6. WYONG SHIRE COUNCIL CHAMBERS
7. WYONG SHOPPING PLAZA
8. FRANK BALLANCE PARK

2. CONTEXT MASTER PLAN OBJECTIVES



PANORAMA 1



PANORAMA 2



PANORAMA 3



PANORAMA 4

2.4 MASTER PLAN OBJECTIVES

Specific objectives of the master plan are:

1. TO PROVIDE FOR AN INTEGRATED LAND USE PLAN THAT PROMOTES THE PRECINCT AS A CIVIC AND CULTURAL HUB.
2. AN URBAN DESIGN FRAMEWORK TO IMPROVE THE URBAN FABRIC OF THE PRECINCT INCLUDING PUBLIC DOMAIN IMPROVEMENTS INCORPORATING THE REDESIGN OF FRANK BALLANCE PARK INCLUDING LANDSCAPE DESIGN.
3. TO IMPROVE CONNECTIVITY INCLUDING PEDESTRIAN MOVEMENTS BETWEEN THE PRECINCT, THE TOWN CENTRE AND SURROUNDING AREAS.
4. TO ENSURE THAT STORM WATER MANAGEMENT ISSUES ARE GIVEN HIGH PRIORITY IN ANY URBAN DESIGN.
5. IDENTIFICATION OF KEY POTENTIAL CAR PARKING SITES.

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BACKGROUND CONTEXT

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MASTER PLAN IMPLEMENTATION

3. ANALYSIS NATURAL FEATURES

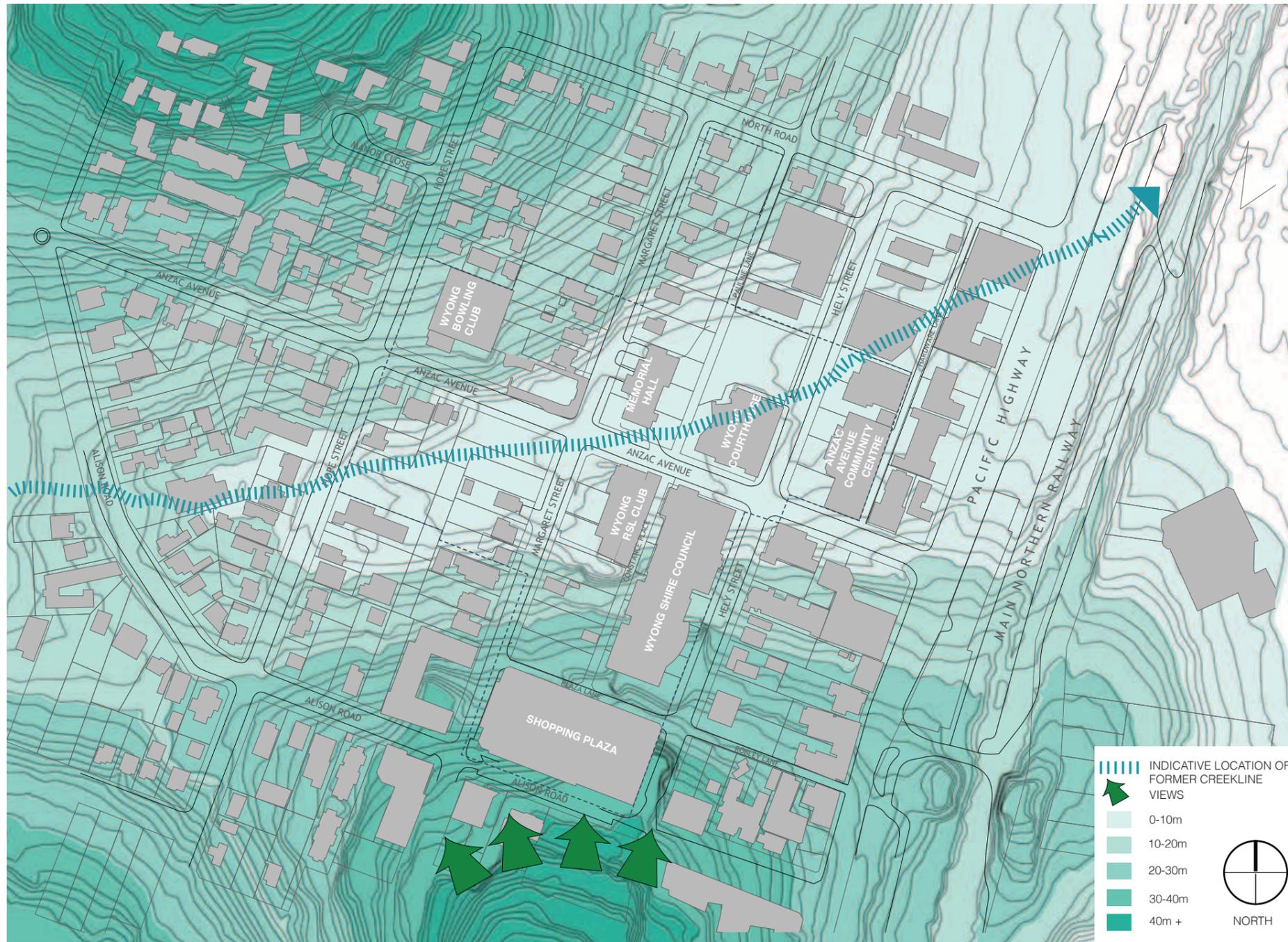


FIGURE 6. TOPOGRAPHY

3.1 TOPOGRAPHY

- The Study Area is located within a valley between two local hills, which fall towards the centre of the Study Area.
- North-south running streets (eg. Margaret, Hely and Hope Street) are typically steeply sloping towards Anzac Parade.
- Topography results in drainage, access and visibility issues.
- The slope of Hely Street, Margaret Street and Hope Street limits pedestrian access.
- Steep topography has resulted in some larger buildings having a poor streetscape address.
- Anzac Avenue has a generally flat grade which is favorable for pedestrian access and movement.

3. ANALYSIS NATURAL FEATURES

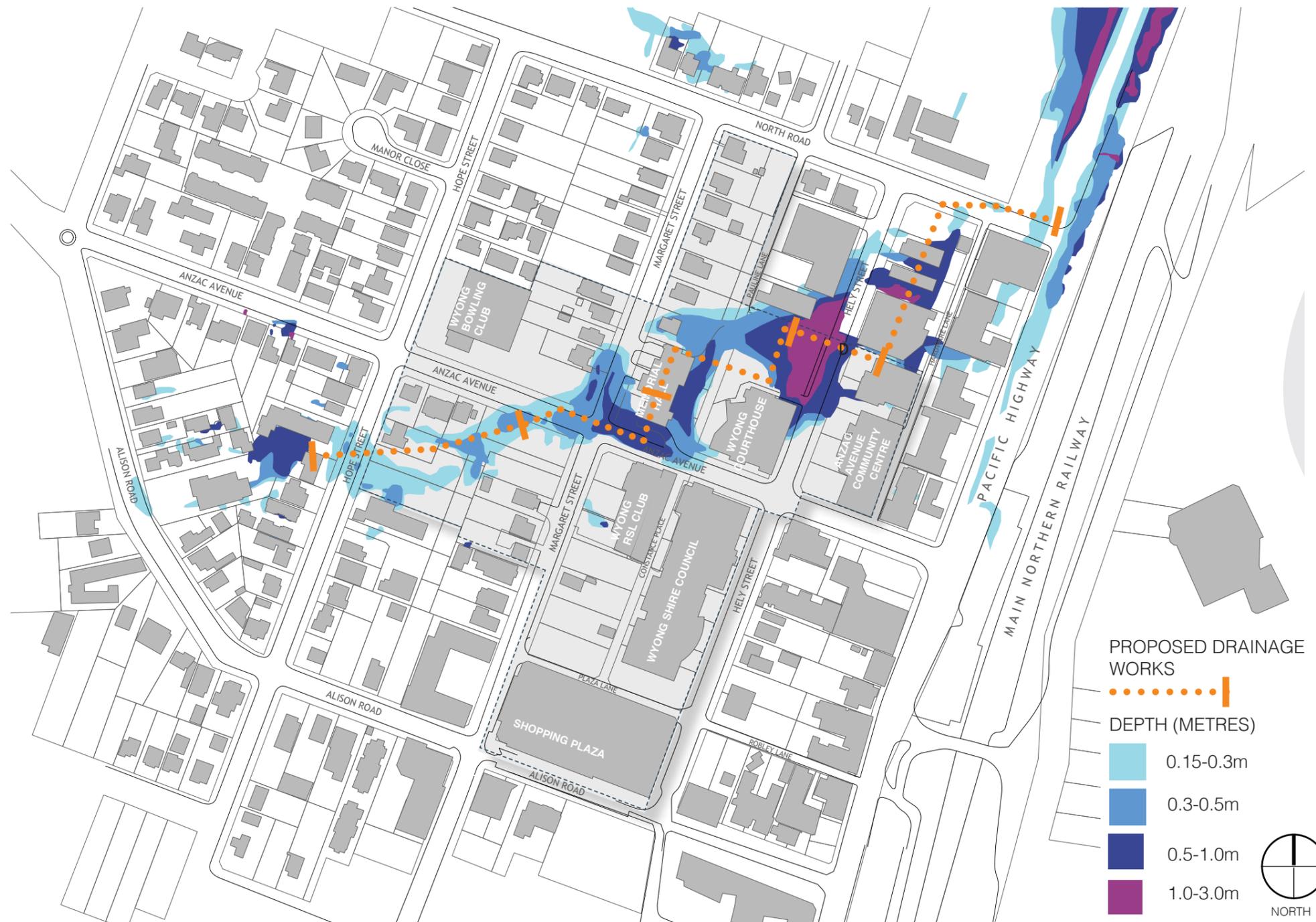


FIGURE 7. EXISTING EXTENT OF FLOODING

3.2 FLOODING & DRAINAGE

- Most of the area drains to the Pacific Highway where the topography is low lying, flat and flood prone.
- The natural floodways in the area have been built over, resulting in the stormwater conveyed by a series of stormwater pipes and culverts and overland flowpaths.
- The existing stormwater drainage network is under capacity, with insufficient inlet pits and undersized stormwater pipes.
- The lower parts of the precinct are subject to localised flooding during high rainfall events. Stormwater currently ponds on Anzac Avenue outside the Wyong Memorial Hall, on Hely street adjacent to the new Police Station and at points along the Pacific Highway, between North Road and Cutler Drive.
- A detailed drainage investigation and Options Analysis has been prepared for Council. The study assess the existing drainage systems and flood analysis and provides options to mitigate flooding impacts.
- Frank Ballance Park is an integral component of the flood mitigation strategy.

3. ANALYSIS BUILT FORM



3.3 EXISTING LAND USE

There is currently a mix of landuse within the Civic Centre. Key buildings and facilities include:

- Wyong Shire Council Chambers.
- Wyong Shopping Plaza.
- Wyong RSL Club.
- Wyong Bowling Club.
- Wyong Courthouse.
- Wyong Memorial Hall.
- Regional Police Station (Under Construction).
- Anzac Avenue Community Centre (Key Iconic Site).
- Frank Ballance Park.

There are currently a number of single storey residential dwellings in the study area, some of which are located in close proximity or adjacent to large commercial buildings.

Wyong town centre has a number of administration buildings including Wyong Shire Council, Centrelink, employment agencies, Wyong Courthouse and police station (currently under construction).

FIGURE 8. EXISTING LAND USE

3. ANALYSIS BUILT FORM

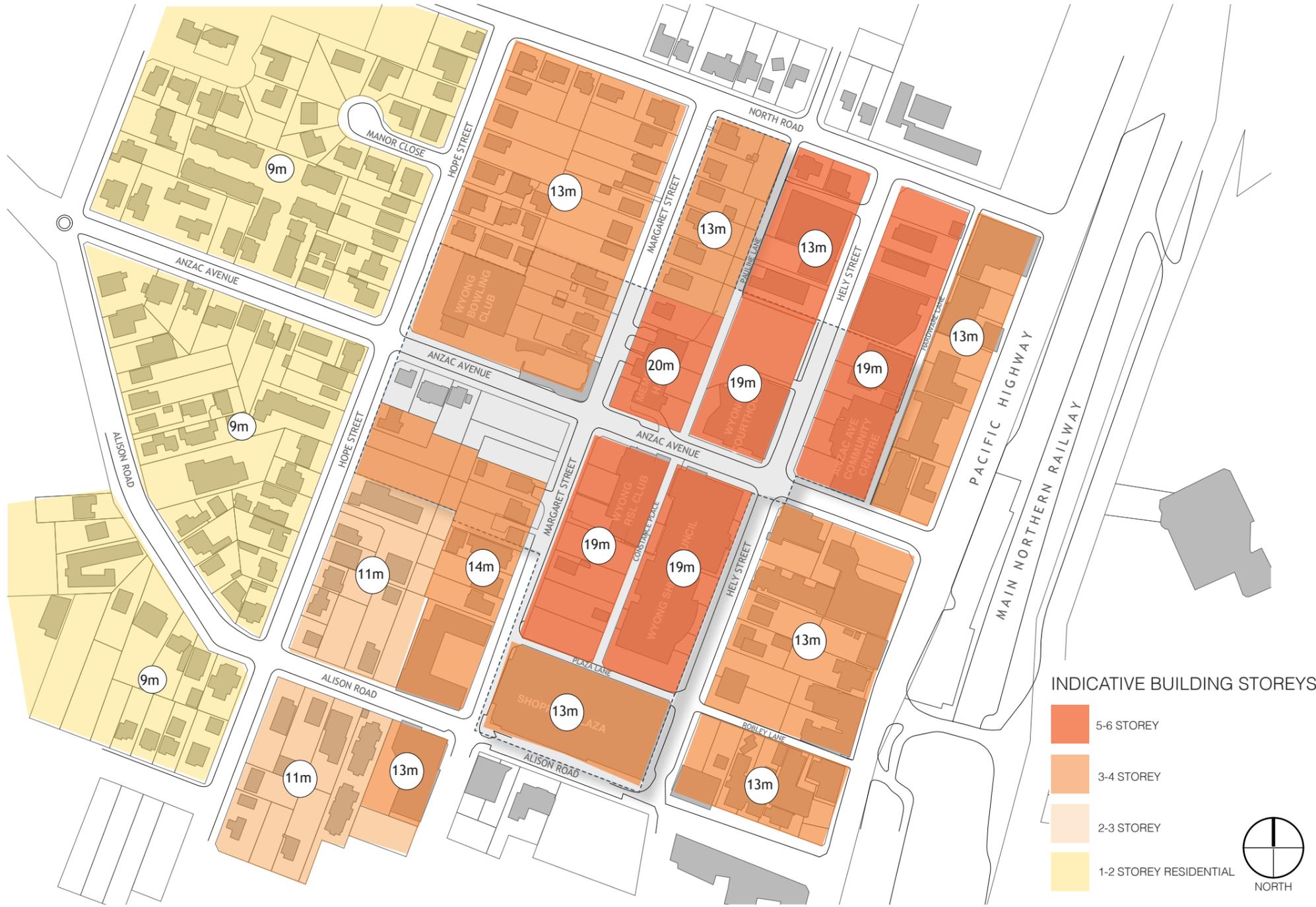


3.4 PROPOSED ZONING

- The proposed zoning in the new Local Environment Plan (LEP) will allow for an increase in commercial zoned land within the Civic Precinct.
- A large portion of existing residential properties on the fringe of the town centre have been zoned as 2C - medium density residential.
- The existing Bowling Club, Wyong Shire Council and Wyong Courthouse and adjoining lots to the north have been zoned 5A Special use.
- A key aspect of the LEP is the proposed open space and recreation acquisition of three properties on Anzac Avenue between Hope Street and Frank Ballance Park.
- The acquisition of these properties will allow Frank Ballance Park to be extended to the west to incorporate flood mitigation measures.

FIGURE 9. PROPOSED ZONING

3. ANALYSIS BUILT FORM



INDICATIVE BUILDING STOREYS

- 5-6 STOREY
- 3-4 STOREY
- 2-3 STOREY
- 1-2 STOREY RESIDENTIAL


 NORTH

3.5 BUILDING HEIGHTS

- Proposed building heights will allow for an increase in the density of buildings within the town centre as outlined in the proposed LEP.
- Proposed medium density residential buildings to the west of the study area will have a building height limit of 9 metres.
- Within the civic centre medium density residential building will be increased to 11 metres which will allow buildings of 2-3 storeys.
- Commercial building heights within the core of the civic centre will have height limits up to 19m allowing building of 5-6 storeys.

FIGURE 10. PROPOSED BUILDING HEIGHTS

3. ANALYSIS ACCESS & CONNECTIVITY



FIGURE 11. EXISTING PUBLIC TRANSPORT ROUTES

3.6 PUBLIC TRANSPORT

TRAIN SERVICES

- The Wyong Civic Precinct is located within walking distance to Wyong Train Station which provides a rail connection with the cities of Sydney and Newcastle.
- There is an opportunity to encourage workers and visitors to the Town Centre to travel by bus and train to assist in alleviating traffic and parking congestion.
- The master plan presents an opportunity to expand on existing commuter car parking close to the train station to encourage commuters to utilise public transport.

BUS SERVICES

- There is an identified lack of bus stops within the core of the study area.
- Bus routes typically navigate the periphery and link to the traffic demand land uses including the Wyong Plaza, Wyong Train Station as well as the local Wyong Grove Public School, Wyong High School and TAFE campus.
- A bus interchange is located at Wyong Train Station.
- There is an opportunity for bus routes to include Anzac Avenue with bus stops close to key buildings within the Civic Precinct.

3. ANALYSIS ACCESS & CONNECTIVITY

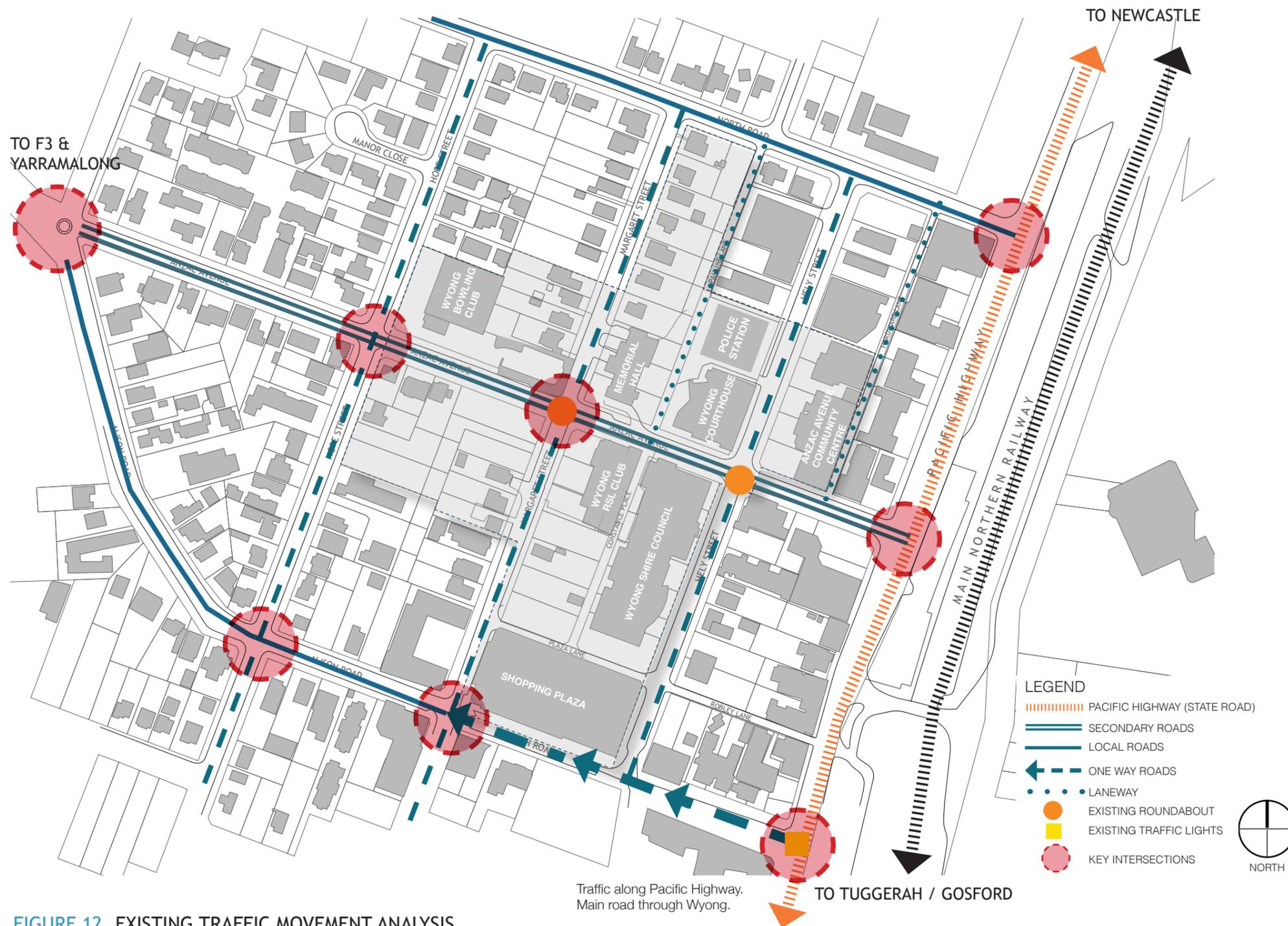
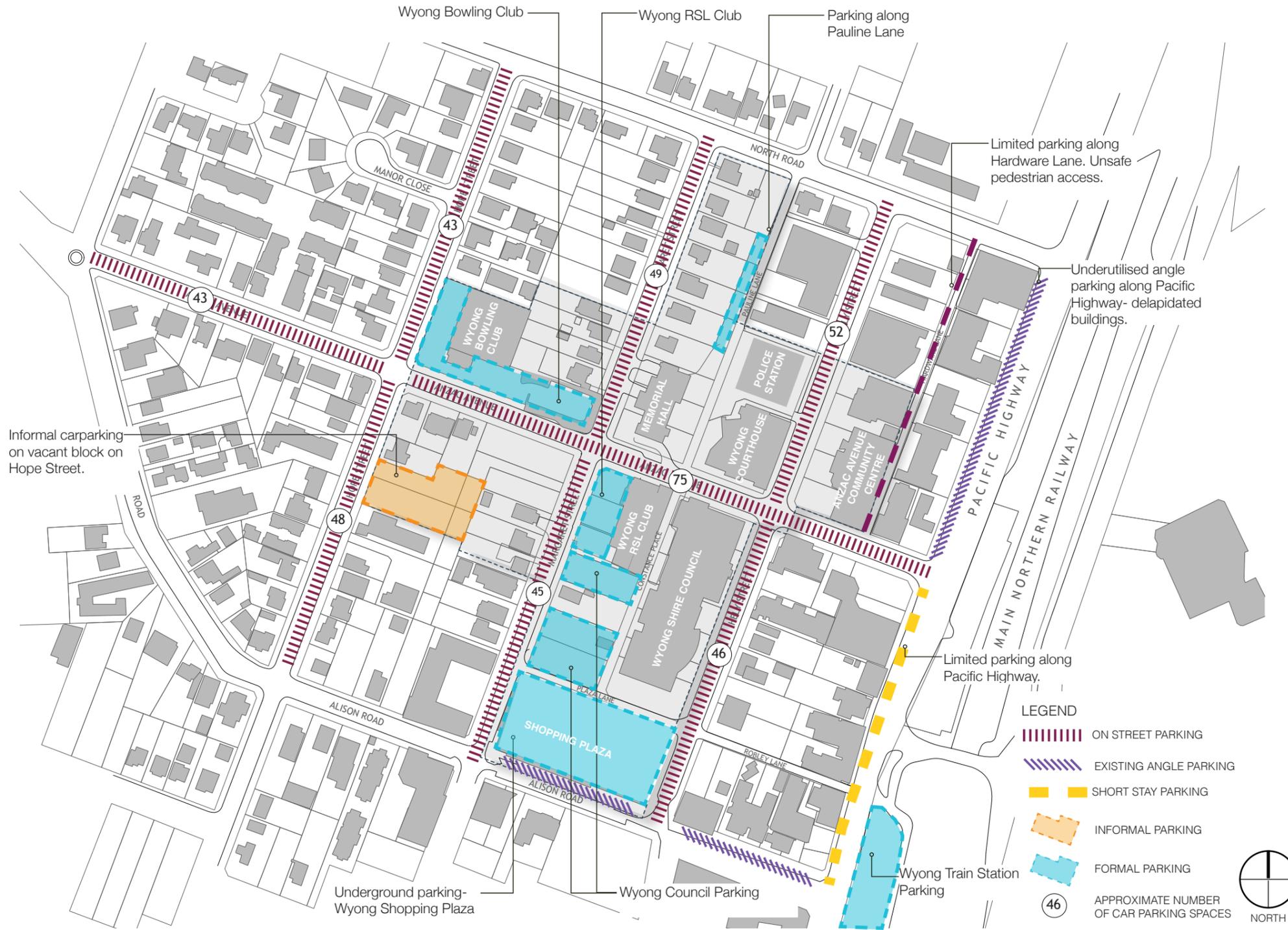


FIGURE 12. EXISTING TRAFFIC MOVEMENT ANALYSIS

3.7 TRAFFIC MOVEMENTS

- The Pacific Highway is a state road which runs along the eastern edge of the Wyong Town Centre, connecting to Newcastle to the north and Tuggerah/Gosford to the south.
- Anzac Avenue is the principle east/west traffic route through the Civic Precinct. It forms the most direct route to the outer valleys and the Pacific Highway.
- Margaret Street and Anzac Avenue forms a key intersection in the study area and is a key pedestrian link between Frank Ballance Park and the proposed Art House.
- It is important to minimise the restrictions on traffic flow whilst maintaining safety for pedestrians.
- The existing laneways (Hardware Lane, Constance Lane, Plaza Lane and Pauline Lane) are utilised by heavy vehicles for deliveries and other services.
- There will be a need to manage conflict between Anzac Avenue's traffic function and adjoining future land uses.

3. ANALYSIS ACCESS AND CONNECTIVITY



3.8 EXISTING CAR PARKING

- Identified high dependency on the motor vehicle for people living and working in the area.
- Existing informal car park areas are inefficient and fragmented within and around the study area.
- On-street parking along Anzac Avenue, Hely Street, Margaret Street and Hope Street is limited and adds to the traffic congestion during peak times.
- Differing demands on parking spaces associated with the time of day or night and user activity.
- An identified lack of car parking associated with proposed development (Art House) and development currently under construction (Police Station).
- As the Civic Precinct is developed and densities increase there will be an increased demand for car parking.

FIGURE 13. EXISTING CAR PARKING ANALYSIS

3. ANALYSIS ACCESS AND CONNECTIVITY

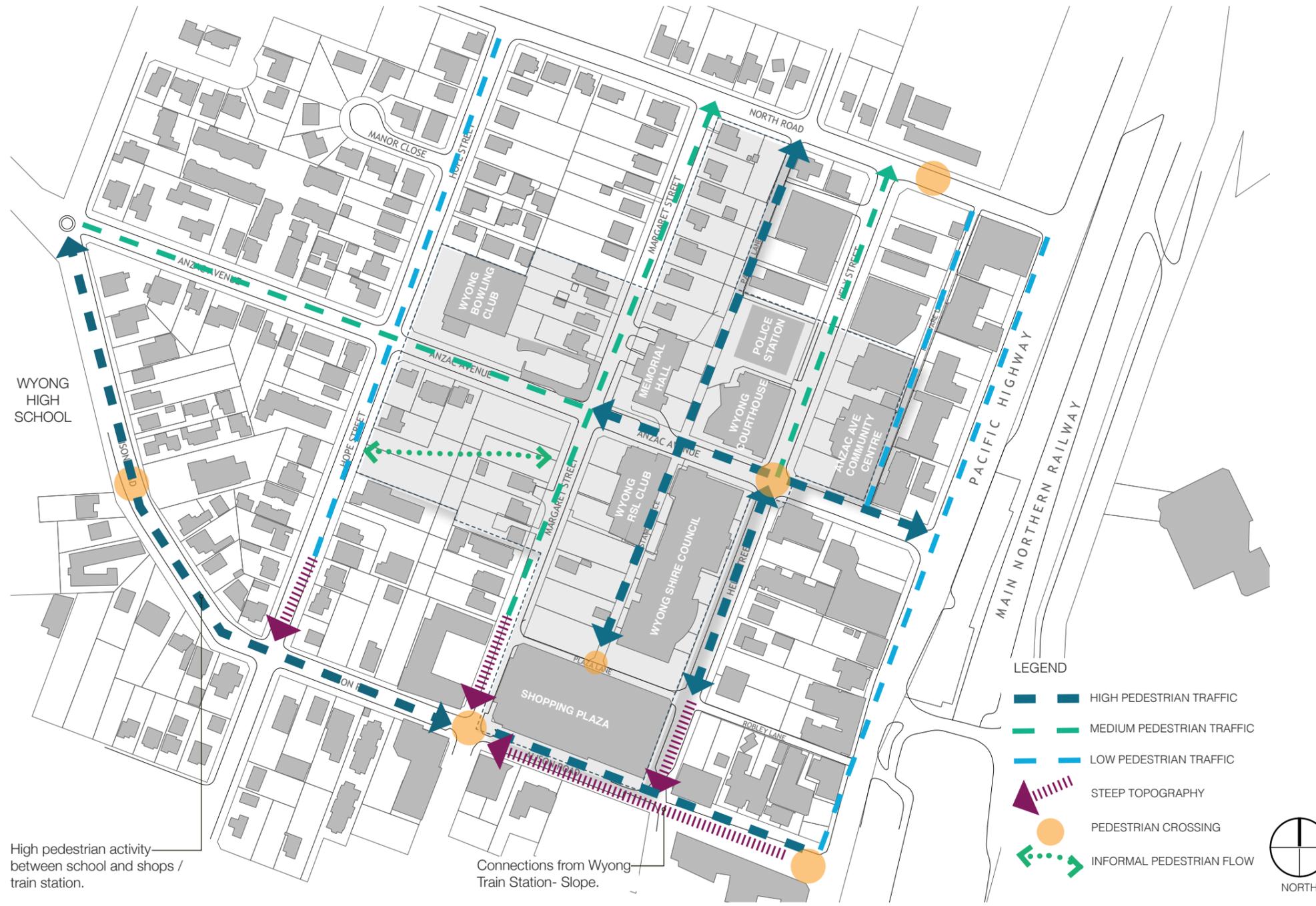


FIGURE 14. EXISTING PEDESTRIAN MOVEMENT

3.9 PEDESTRIAN MOVEMENTS

- Lack of an identified pedestrian network or connectivity.
- Safety and security is a key concern for pedestrians.
- Many footpaths are narrow, lead no where or need upgrading.
- Pauline Lane is currently heavily utilised as a pedestrian route for residents from areas north of Wyong into the town centre.
- Constance Lane is heavily utilised by Council staff during office hours.
- Topography of Margaret Street and Hely Street limits access for some pedestrians.

3. ANALYSIS STREETScape



3.10 LANEWAYS

There are a number of laneways within the Study area.

These include:

HARDWARE LANE

Hardware Lane runs between North Street and Anzac Avenue and is utilised as a service lane for buildings fronting the Pacific Highway. The laneway is currently used for overflow commuter parking. The narrow laneway and lack of footpaths discourages pedestrian traffic.

CONSTANCE PLACE

Constance Place provides access from Anzac Avenue to Hely Steet along the rear of the Wyong Council building. The laneway is heavily utilised during the working week and within office hours by council employees.

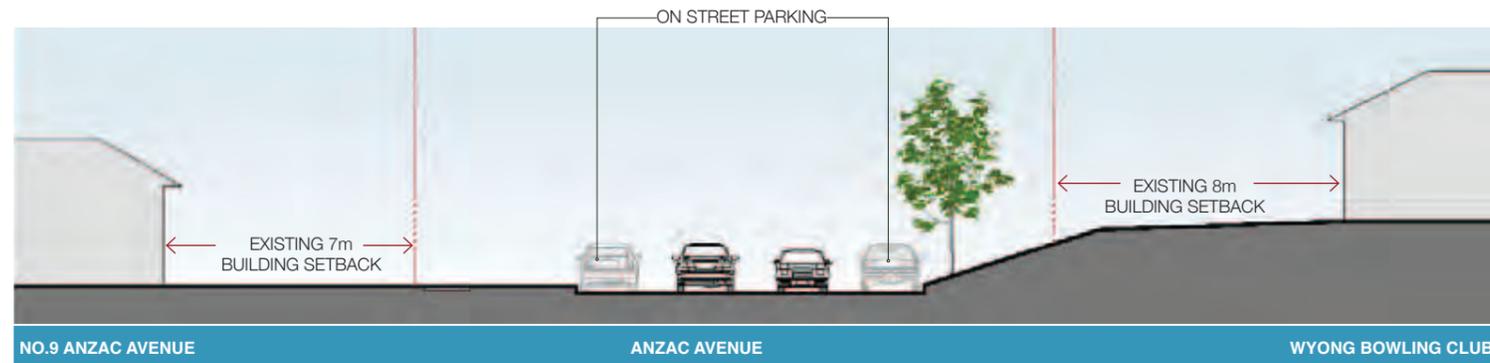
PLAZA LANE

Plaza Lane runs from Hely Street to Margaret Street to the rear of Wyong Shopping Plaza. The Laneway is currently utilised for service vehicles accessing the Shopping Plaza.

PAULINE LANE

Pauline Lane is a heavily utilised laneway within the precinct connecting residents from the north to the existing shopping plaza.

3. ANALYSIS STREETSAPES

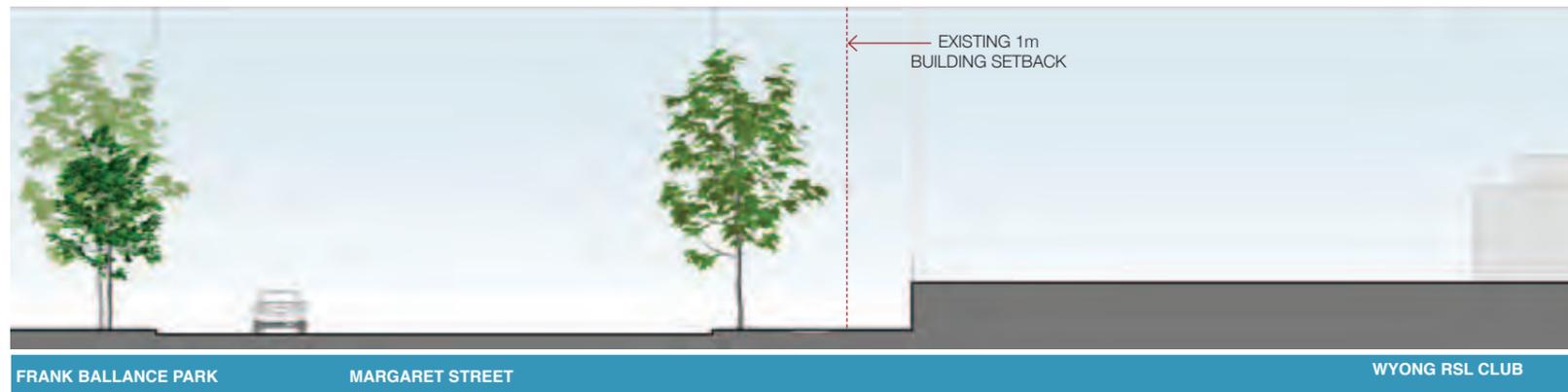
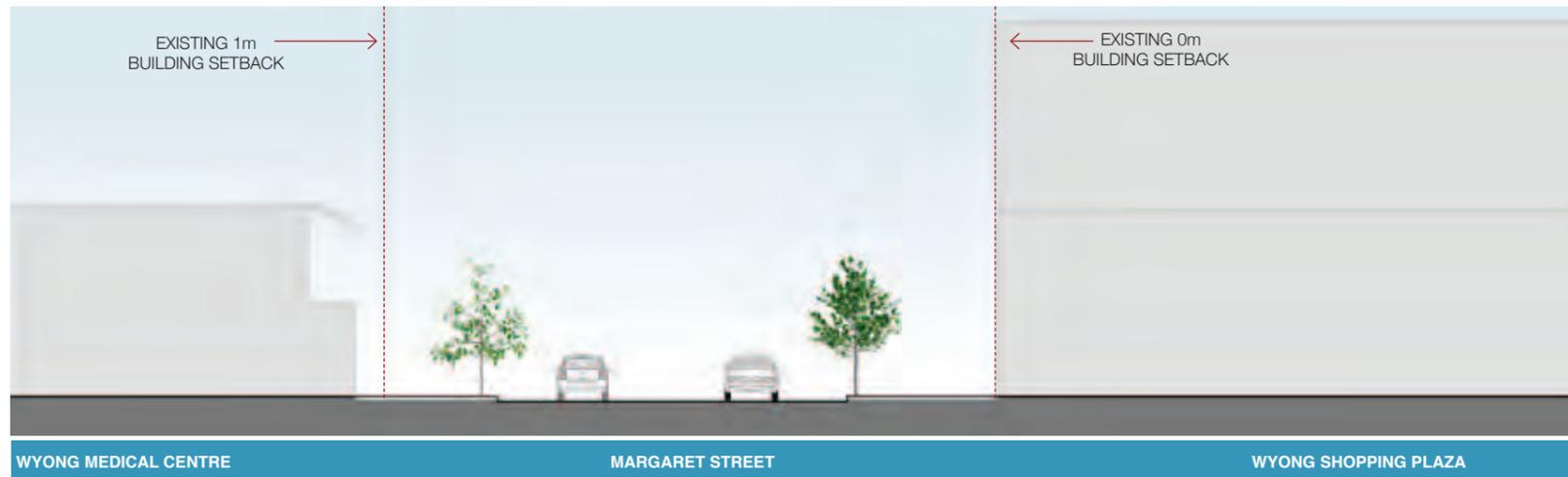


3.11 ANZAC AVENUE

- Anzac Avenue forms the central spine of the Study Area from the Pacific Highway to Alison Road.
- Anzac Avenue is the main vehicular route for traffic travelling from the Pacific Highway to Yarramalong.
- The intersection of Anzac Avenue and the Pacific Highway is busy during peak hour making access on and off Anzac Avenue difficult.
- Current building set backs along Anzac Avenue vary.



3. ANALYSIS STREETSCAPES



3.12 MARGARET STREET

- Margaret Street is characterised by a ranges of land uses including residential, commercial and car parking.
- The intersection of Margaret Street and Anzac Avenue forms an important node, centrally located within the precinct and a key connection between Frank Ballance Park and the proposed Art House.
- Steep sections of Margaret Street (towards Alison Road) limits pedestrian movement and presents challenges for creating an active street front.

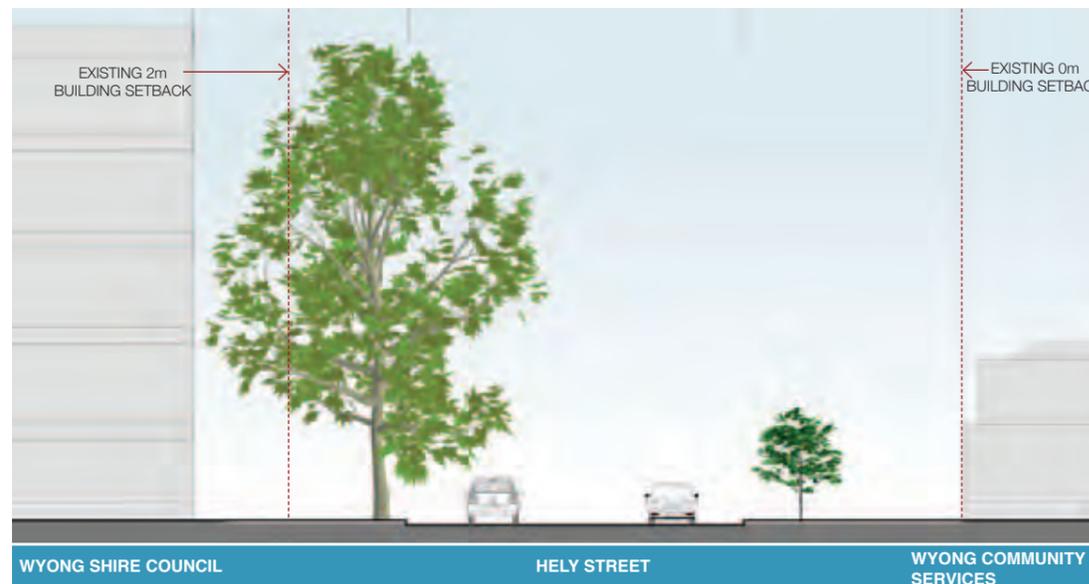


3. ANALYSIS STREETSCAPES



3.13 HELY STREET

- Hely Street is fronted by a number of administrative buildings including Wyong Shire Council, Wyong Courthouse and the new Police Station.
- Paved footpaths are wide, extending from the back of kerb to the property boundary in parts.
- Steep sections of Hely Street (towards Alison Road) limits pedestrian movement and presents challenges for creating an active street front.



3. ANALYSIS EXISTING CHARACTER



FIGURE 15. EXISTING OPEN SPACE AND STREET TREES

3.14 PARKS & STREET TREES

OPEN SPACE

- Frank Ballance Park is strategically located opposite the proposed Art House Site and central to the Civic Precinct.
- Expansion of the park requires acquisition of three currently occupied residential lots.
- Opportunities for a block wide frontage onto Anzac Parade.
- Frank Ballance Park is one of three parks located within walking distance of the town centre however is the only one that is easily accessible and utilised within the Civic Precinct.
- Limited playground equipment to attract usage.

STREET TREES

- Overall the existing streetscape character of the Wyong Town Centre has been enhanced by mature street trees.
- The Precinct has a pleasant streetscape character with established trees providing the function of shade, improved air quality and aesthetics.
- Existing street theming is a mix of exotic and Australian native species of various age, health and condition.
- Lack of any unified street tree hierarchy. Margaret Street, Hope Street and the western extents of Anzac Avenue currently lack street tree plantings.

3. ANALYSIS EXISTING CHARACTER



3.15 FRANK BALLANCE PARK

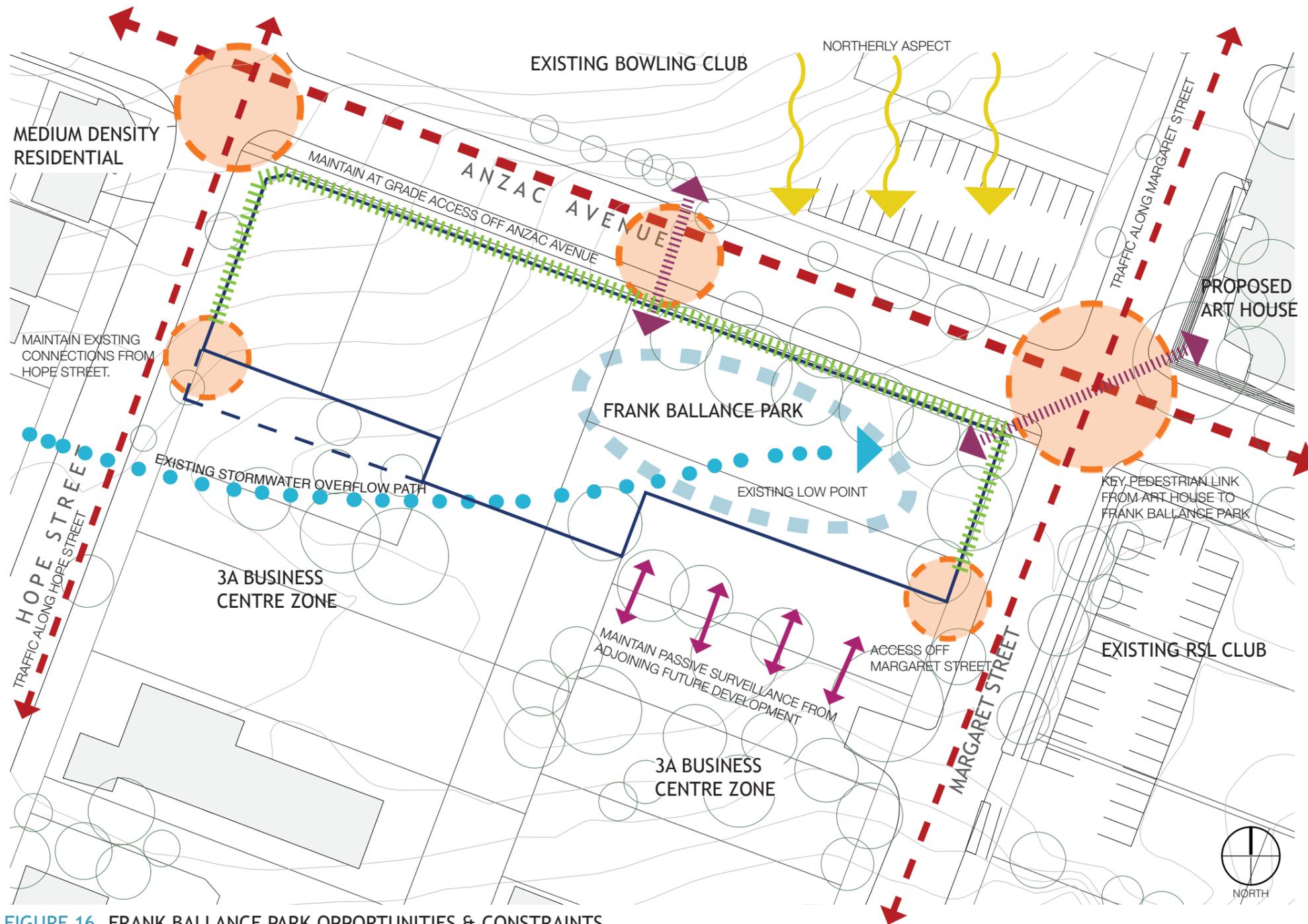


FIGURE 16. FRANK BALLANCE PARK OPPORTUNITIES & CONSTRAINTS

1

2

3

4

5

BACKGROUND

CONTEXT

ANALYSIS

MASTER PLAN

IMPLEMENTATION

- 4.1 OPPORTUNITIES & CONSTRAINTS
- 4.2 KEY URBAN DESIGN PRINCIPLES
- 4.3 MASTER PLAN
- 4.4 URBAN FORM



4. MASTER PLAN OPPORTUNITIES & CONSTRAINTS MAPPING



FIGURE 17. MASTER PLAN OPPORTUNITIES AND CONSTRAINTS

4.1 OPPORTUNITIES AND CONSTRAINTS

Key opportunities and constraints were identified through the analysis phase of the master plan development. These include:

OPPORTUNITIES:

The key opportunities of the master plan include:

- Limited number of overall landowners.
- Development of the proposed Art House.
- Proposed extension of Frank Ballance Park.
- Large land holdings.
- Construction of the Wyong Regional Police Station.
- Concentration of existing civic and cultural land uses within the town centre.

CONSTRAINTS:

The key constraints of the master plan include:

- Localised stormwater management issues.
- Provision of public carparking.
- Stakeholder engagement.
- Land ownership.
- Public domain development and cost implications.
- Timing of development.
- Funding of improvements.
- Potential land acquisition.

4. MASTER PLAN URBAN DESIGN PRINCIPLES

4.2 KEY URBAN DESIGN PRINCIPLES

Key Urban Design Principles for the Civic and Cultural Precinct have been developed in response to the analysis, consultation process and opportunities and constraints mapping.

1. ESTABLISH THE CULTURAL PRECINCT.
1. IMPROVE TRAFFIC MOVEMENT THROUGH THE PRECINCT.
2. ESTABLISH A PEDESTRIAN FRIENDLY LANEWAY NETWORK.
3. DEFINED STREET HIERARCHY.
4. PROVIDE SAFE AND CONVENIENT CARPARKING.
5. CREATE A SERIES OF CONNECTED URBAN SPACES.
6. ACTIVATE STREETSCAPES.
7. IMPROVE ACCESS TO PUBLIC TRANSPORT.
8. CREATE A WELL CONNECTED CIVIC AND CULTURAL HUB.

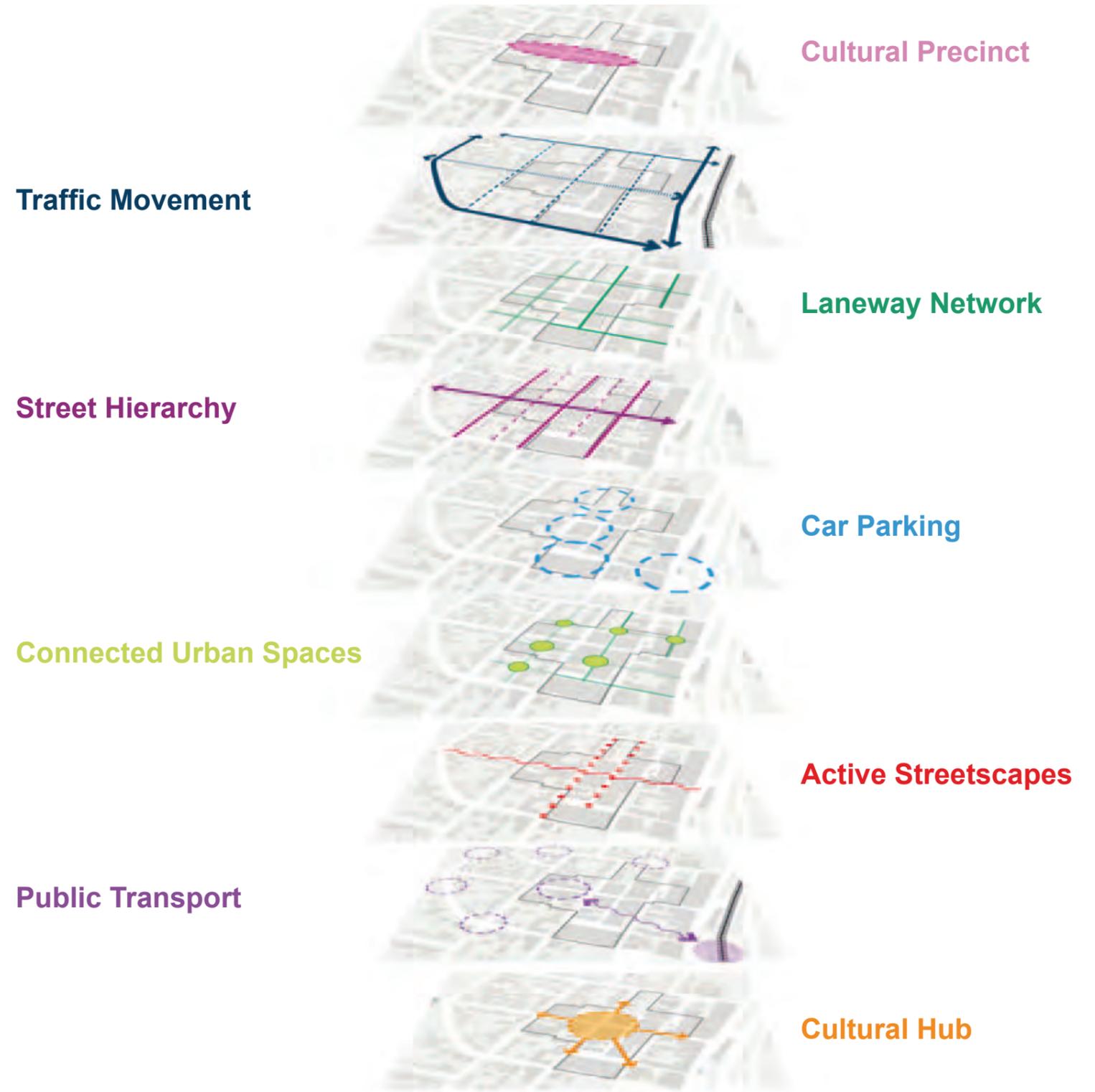
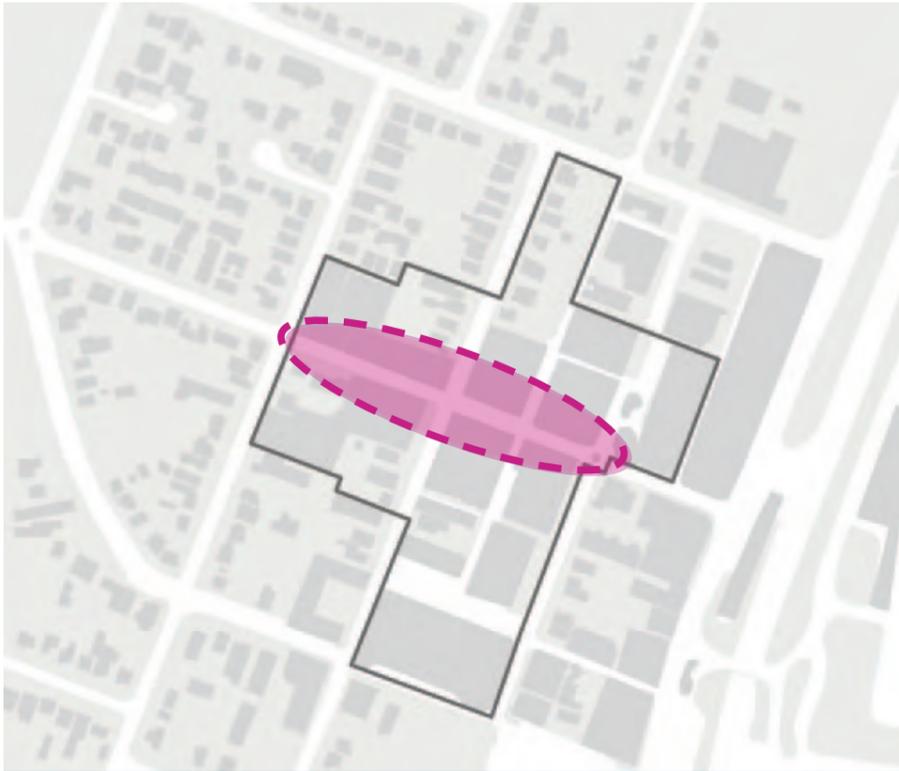


FIGURE 18. KEY URBAN DESIGN PRINCIPLES

4. MASTER PLAN URBAN DESIGN PRINCIPLES

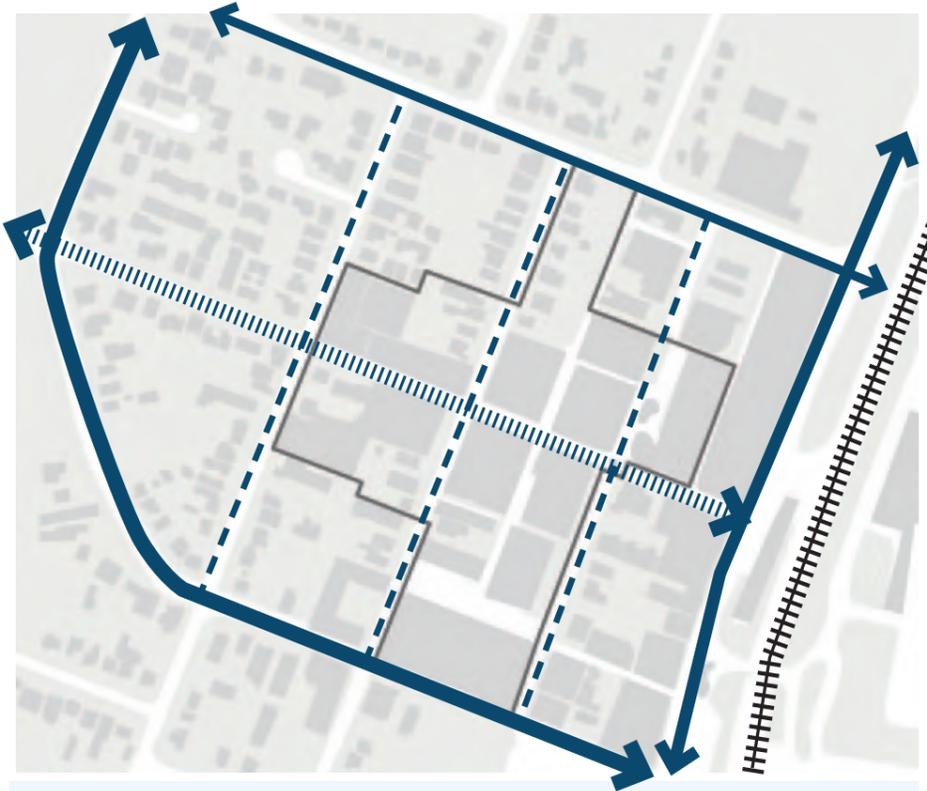
1. ESTABLISH THE CULTURAL PRECINCT



PRINCIPLES:

- A key principle of the master plan is the definition of Anzac Avenue as the cultural precinct.
- The central location of the key cultural sites combined with the generally flat topography of the area means Anzac Avenue has the potential to become the central civic and cultural spine of Wyong.
- Anzac Avenue will be improved by development which addresses and activates the street. Anzac Avenue will become a pedestrian orientated road with wide footpaths, generous building setbacks, large street tree planting and safe and convenient pedestrian crossings.
- Utilise the flat topography and central location of Anzac Avenue to provide opportunities for community events including markets, memorial marches and cultural gatherings.
- Providing opportunities for a variety of cultural activities and related industries intended to draw visitors from the surrounding local and regional areas.
- Encourage active ground level commercial uses such as cafes, restaurants and shops along the main strip of Anzac Avenue to activate the streetscape.

2. IMPROVE TRAFFIC MOVEMENT



PRINCIPLES:

- Manage the relationship between pedestrian and traffic movements by widening verges to increase pedestrian comfort and safety.
- Proposed upgrades of existing roundabouts to signaled intersections (Anzac Avenue and Margaret Street) to improve traffic flow and provide logical crossing points.
- Proposed upgrades along the Pacific Highway at the intersections of Anzac Avenue and North Road to improve traffic flow and increase pedestrian safety.
- Limit parking on Anzac Avenue to reduce congestion, allow for traffic flows and to increase pedestrian safety.

3. ESTABLISH A PEDESTRIAN FRIENDLY LANEWAY NETWORK



PRINCIPLES:

- Extend the existing laneway network to provide a series of safe, direct and green pedestrian links between blocks within the civic centre and between key sites.
- Opportunity to provide open space areas at the junction of laneways to form a series of connected urban spaces.
- Shared laneways to provide pedestrian and vehicular access to proposed developments, reducing the need for on street parking.
- Extension of the laneway network through blocks will increase the street address for buildings, provide cross ventilation between development blocks and provide increased connectivity for future residents and workers in the area.
- Laneway width of no less than 10m to allow for tree planting, safe pedestrian movement and ample space for vehicular movement.
- Allows for low volume traffic movements and for service access to internal car parking areas, reducing congestion on the road system.

4. MASTER PLAN URBAN DESIGN PRINCIPLES

4. DEFINED STREET HIERARCHY



PRINCIPLES:

- Create a street hierarchy through the civic centre which defines main roads, local roads and shared lane ways. The hierarchy is defined through a combination of street tree plantings, footpath widths and materials and building setbacks.
- Define Anzac Avenue as the main axis with large street tree planting to create a 'gateway' effect when entering the Civic Precinct.

5. PROVIDE SAFE & CONVENIENT CARPARKING



PRINCIPLES:

- Ensure that new public, car park areas are located within comfortable walking distance to key public facilities, such as the Courthouse, Art House and Council Chambers.
- Ensure car parks and the surrounding landscape provide a safe environment for users with clear sight lines and adequate night lighting.
- Ensure well designed car park areas with an efficient layout and logical entries, shaded by trees and softened by landscaping.
- Provisions that ensure all new residential and commercial buildings have adequate off-street car parking as part of any new development application.

6. CREATE A SERIES OF CONNECTED URBAN SPACES



PRINCIPLES:

- Pathways and streets are not just for moving through, they link to a series of urban spaces designed for users to slow down and spend time in. The junctions of proposed laneway networks form a series of urban spaces.
- Opportunity for small retail outlets to service both residential and commercial buildings.
- Proposed urban spaces to be connected through a series of pedestrian friendly laneway networks.
- A series of public squares which assist in providing a focus for each neighborhood within the civic precinct.
- Residential and commercial buildings front lane ways increasing passive surveillance promoting safe public domain areas.
- Nodes in the pathway network surrounded by shops and community facilities that are mutually supportive.

4. MASTER PLAN URBAN DESIGN PRINCIPLES

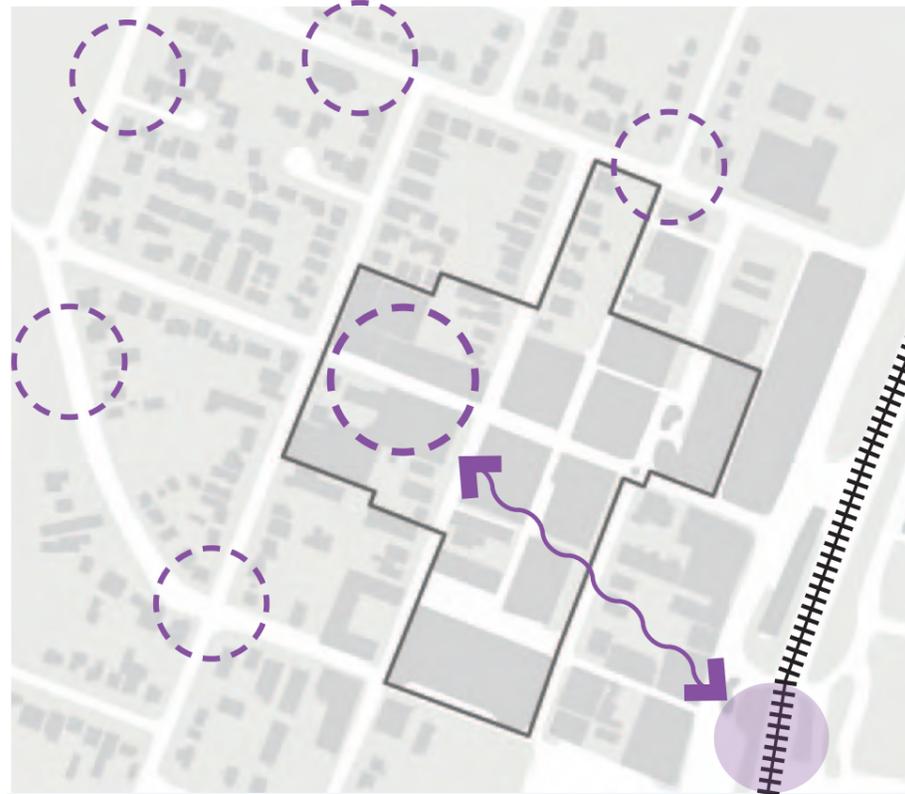
7. ACTIVATE STREETSAPES



PRINCIPLES:

- Proposed building setbacks form a guideline to proposed development in the town centre.
- Encourage active street frontages with wide building forecourts providing opportunities for cafes, restaurants, outdoor seating areas and outdoor gatherings.
- The master plan proposes a development treatment which has an interface with the street to prevent blind buildings such as those that currently exist within the town centre.
- Encourage ground floor commercial uses and residential uses in upper storeys.
- Promote active facades on buildings on corners and major intersections.

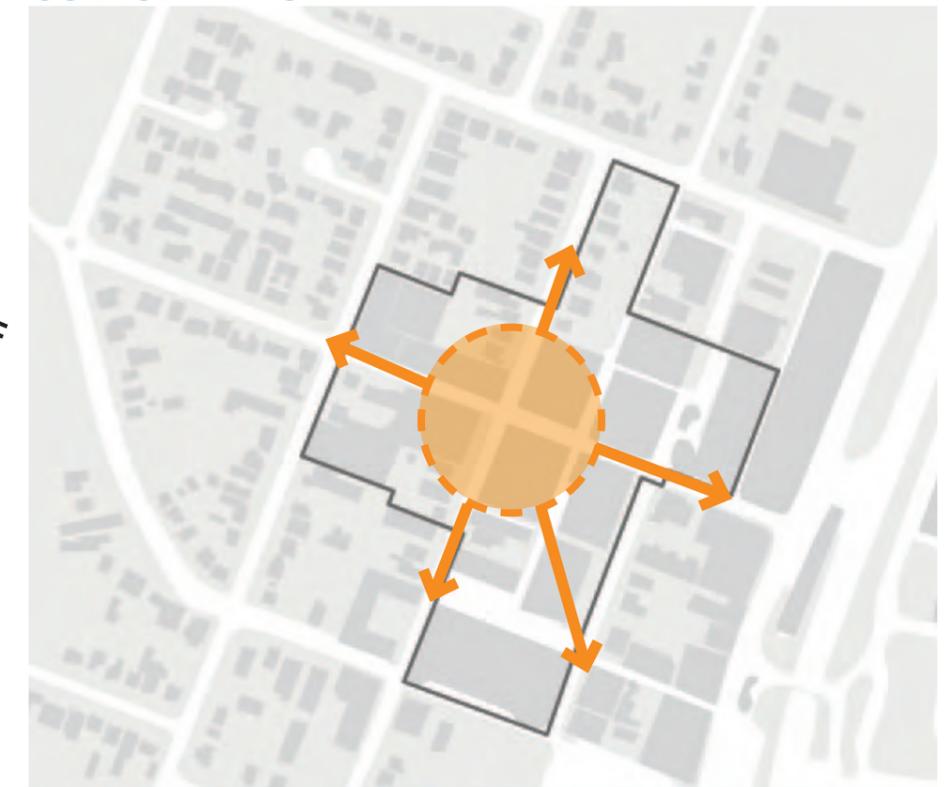
8. IMPROVE ACCESS TO PUBLIC TRANSPORT



PRINCIPLES:

- Increased pedestrian permeability between city blocks and major public transport interchanges such as Wyong Train Station.
- Provision of bus set down areas along Anzac Avenue and adjacent to Frank Ballance Park.
- Upgrade pedestrian access from existing bus stops located on the periphery of the study area and within comfortable walking distance to key areas.
- Employ way finding design principles such as consistent use of materials, signage and artwork, making it easier and more convenient for people to find their way around public spaces within the civic centre.

9. CREATE A WELL CONNECTED CIVIC AND CULTURAL HUB

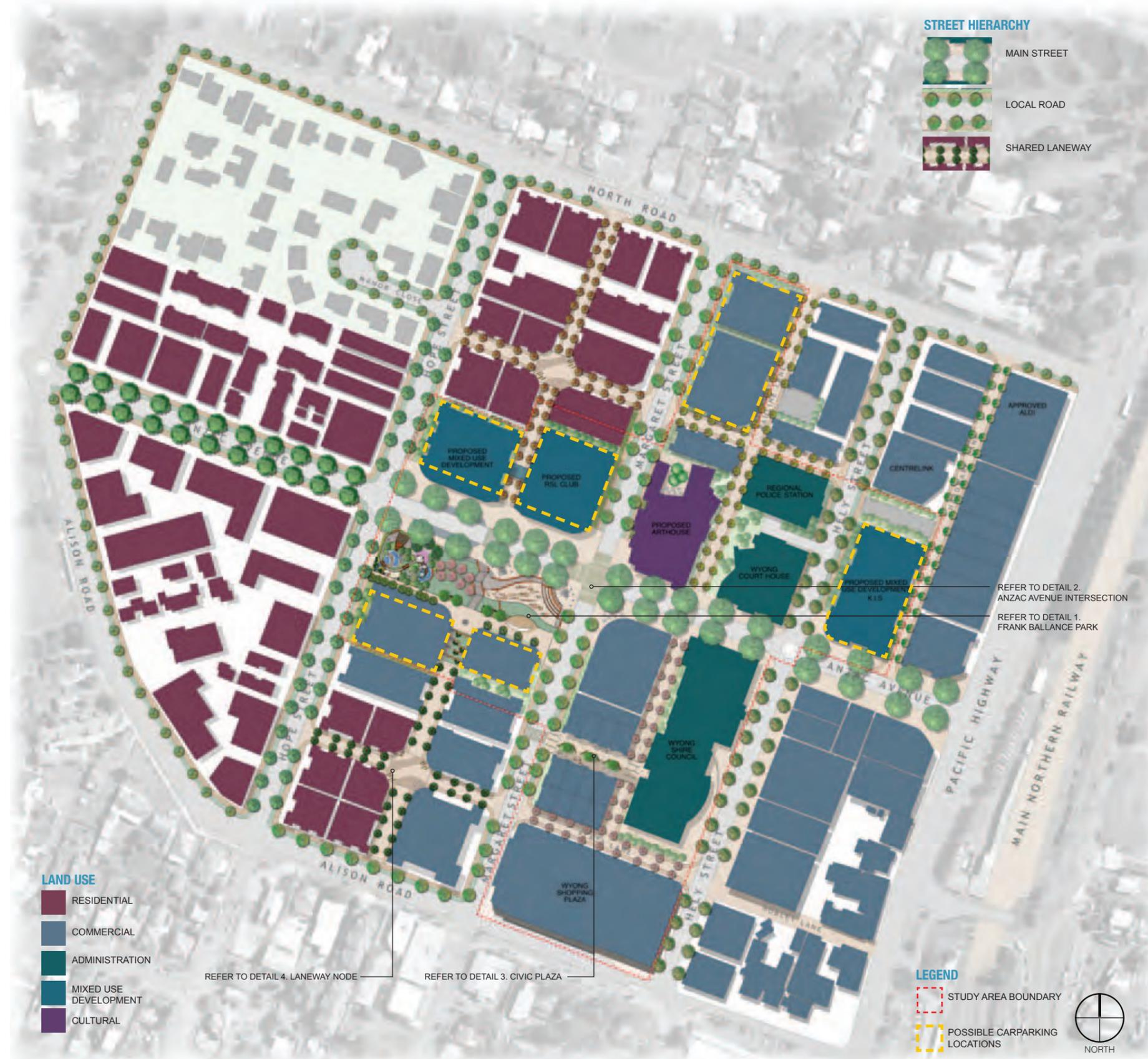


PRINCIPLES:

- To build on Wyongs cultural identity fostering places for collaboration, creativity and community engagement.
- The provision of wide footpaths and off street share ways to encourage alternative forms of transport and convenient links to surrounding areas (including TAFE, schools and residential areas).
- Encourage ground floor commercial development to provide active street fronts.
- Opportunities to visually and physically link the Art House and Frank Ballance Park. The inclusion of art in the public domain.
- Large avenue plantings on the major entry roads to provide a gateway entry and sense of arrival.
- Inclusion of way finding elements (signs, public art, local heritage references, street furniture and lighting).
- The proposed LEP consolidates cultural and civic buildings within the centre of the study area.
- The master plan aims to reinforce this core with wider footpaths, large street tree plantings and sculptural elements.
- The proposed establishment of a pedestrian friendly laneway network provides safe and clearly defined access to the cultural and civic core of the town centre.

4. MASTER PLAN WYONG CULTURAL & CIVIC CENTRE MASTERPLAN

4.3 MASTERPLAN



1. FRANK BALLANCE PARK



2. ANZAC AVENUE CULTURAL PRECINCT



3. CIVIC PLAZA



4. LANEWAY NETWORK

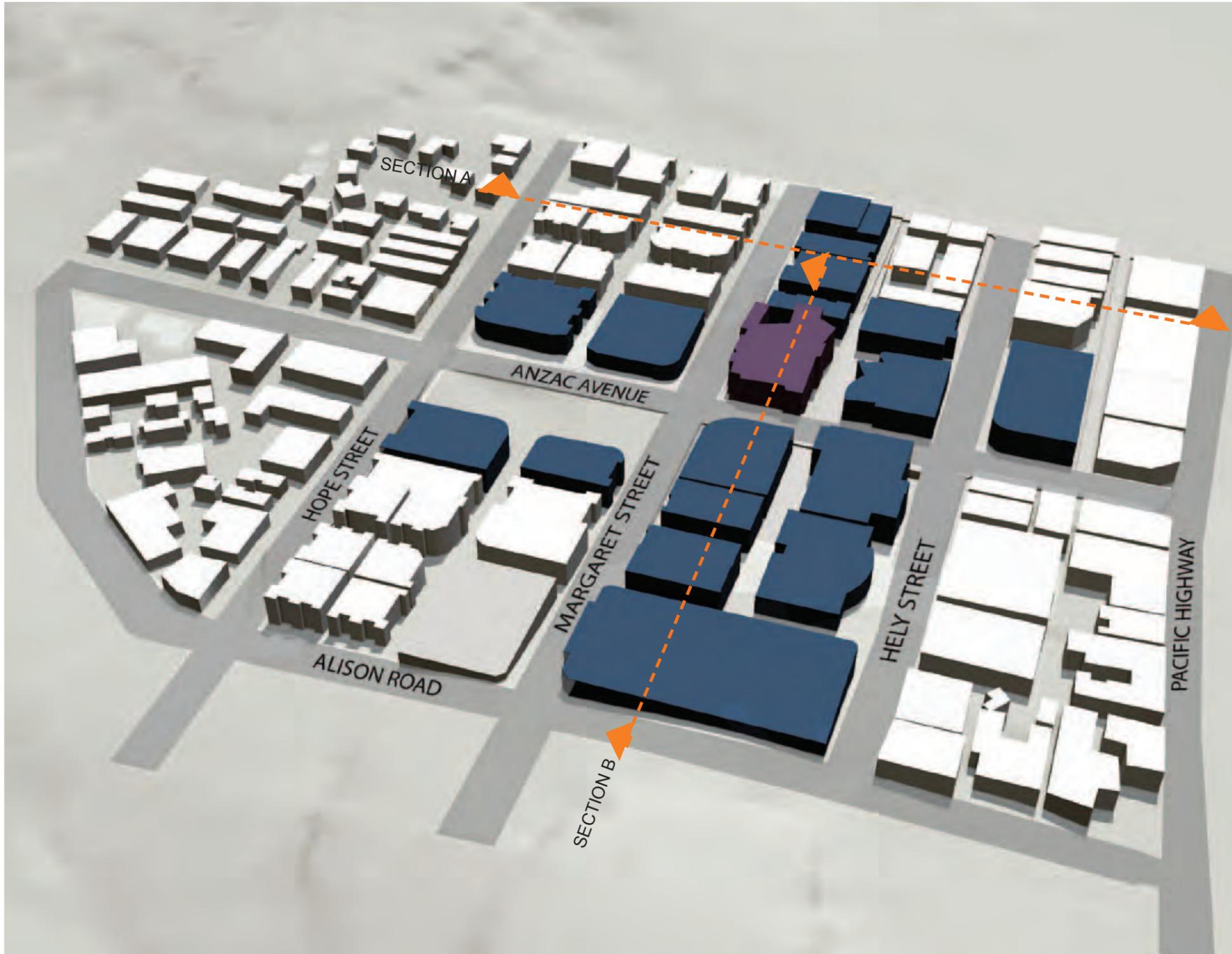


5. STREETScape UPGRADES

FIGURE 19. WYONG CULTURAL AND CIVIC CENTRE MASTERPLAN

4. MASTER PLAN URBAN FORM

4.4 URBAN FORM



This conceptual model shows the possible future urban form of the Wyong Town Centre. It is an indicative representation of how the built form within Wyong Town Centre could take place in the long term once development has occurred.

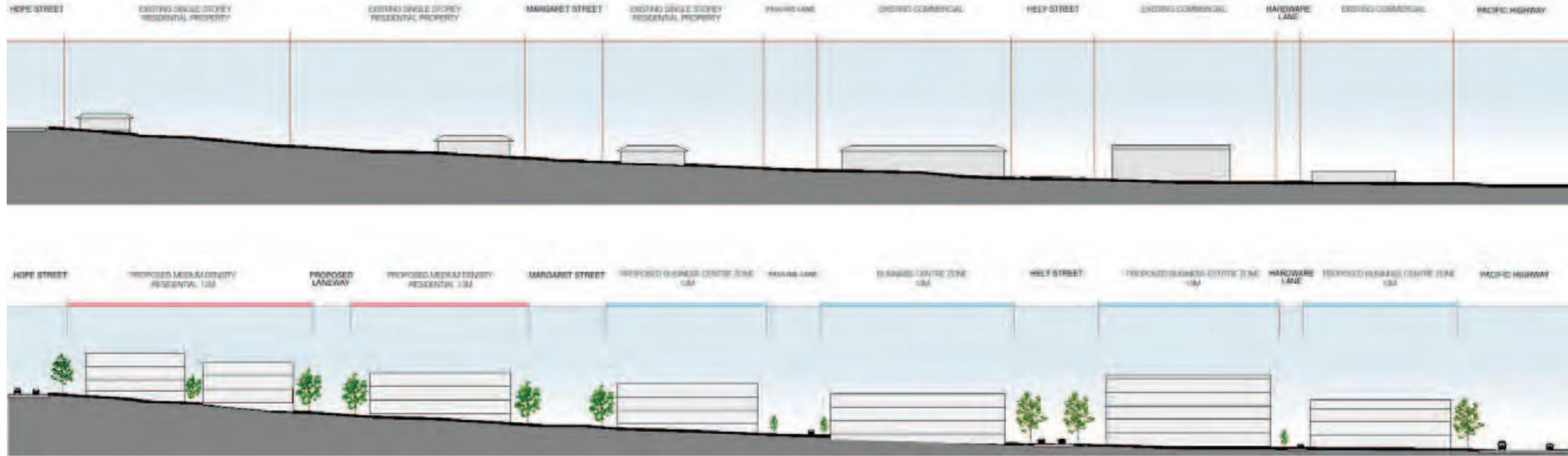
The proposed building setbacks have been suggested to provide a wide footpath for pedestrian activity and an active streetscape.

The proposed building setbacks within the Study Area are as follows:

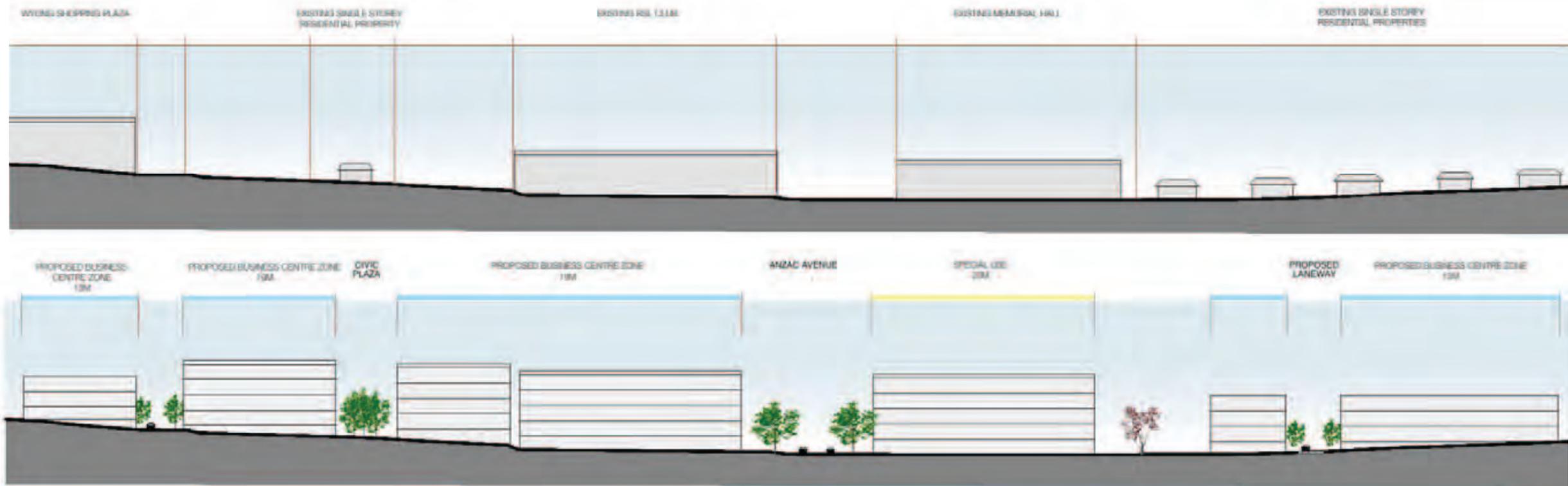
- Anzac Avenue:
Minimum 6m building setback.
Minimum of 10m building setback opposite Frank Ballance Park.
- Margaret Street:
Minimum 7m building setback.
- Hope Street:
Minimum 7m building setback.
- Hely Street:
Minimum 7m building setback.
- Laneway Network:
Minimum 2m building setback

FIGURE 20. PROPOSED URBAN FORM

4. MASTER PLAN URBAN FORM



SECTION A. WEST TO EAST EXISTING AND PROPOSED URBAN FORM



SECTION B. SOUTH- NORTH EXISTING AND PROPOSED URBAN FORM

5. IMPLEMENTATION CIVIC PLAZA

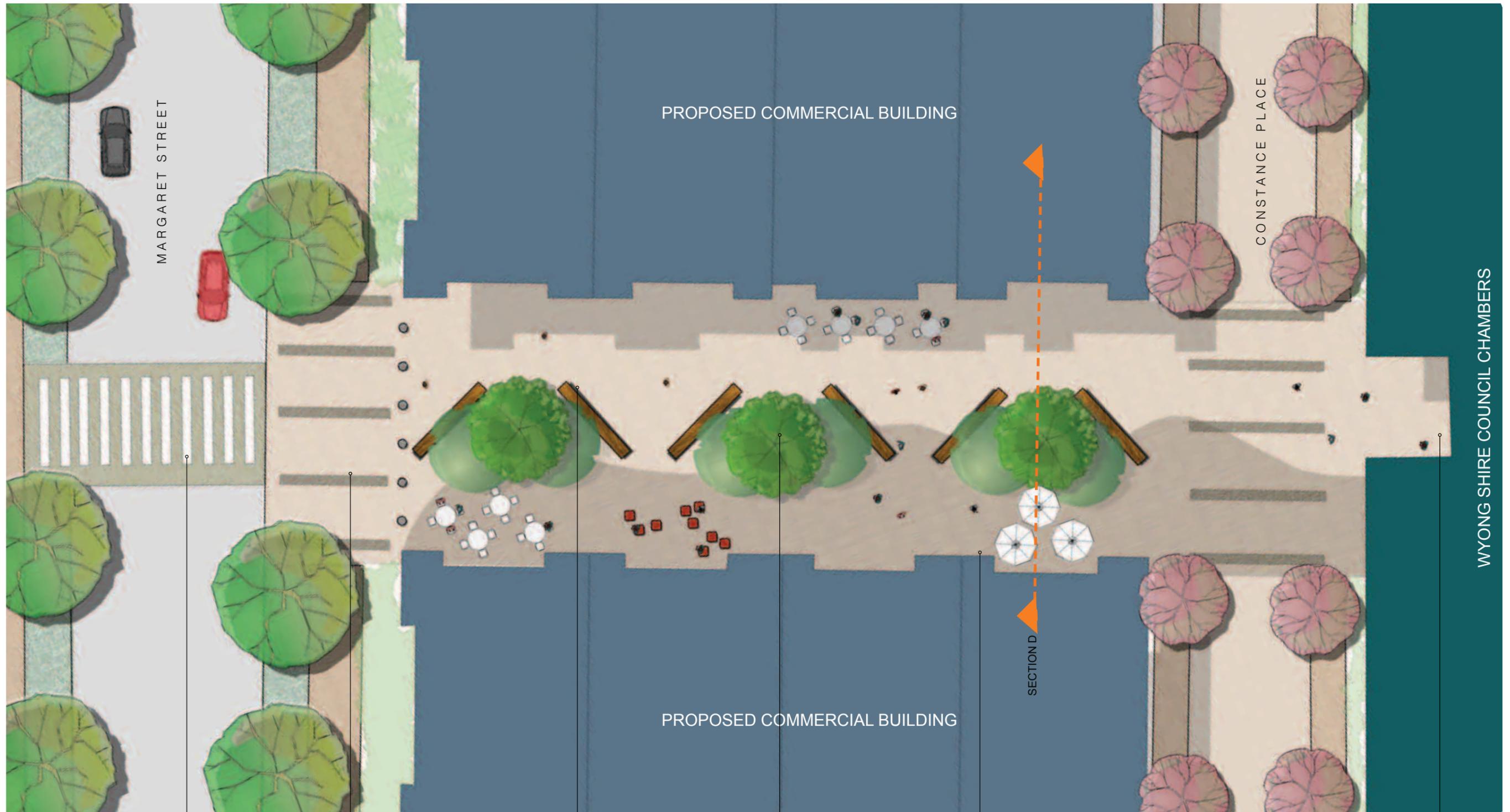
5.4 CIVIC PLAZA



FIGURE 25. ARTISTS IMPRESSION OF CIVIC PLAZA

5. IMPLEMENTATION CIVIC PLAZA

CONCEPT PLAN- CIVIC PLAZA



Proposed raised pedestrian crossing across Margaret Street

Pavement detail to define extent of the plaza.

Proposed informal stacked wooden seating symbolic of the timber industry of early Wyong.

Deciduous tree planting within the plaza to provide maximum solar access.

Small retail outlets on the ground floor of commercial buildings.

Open the western entry to Wyong Shire Council for community use.

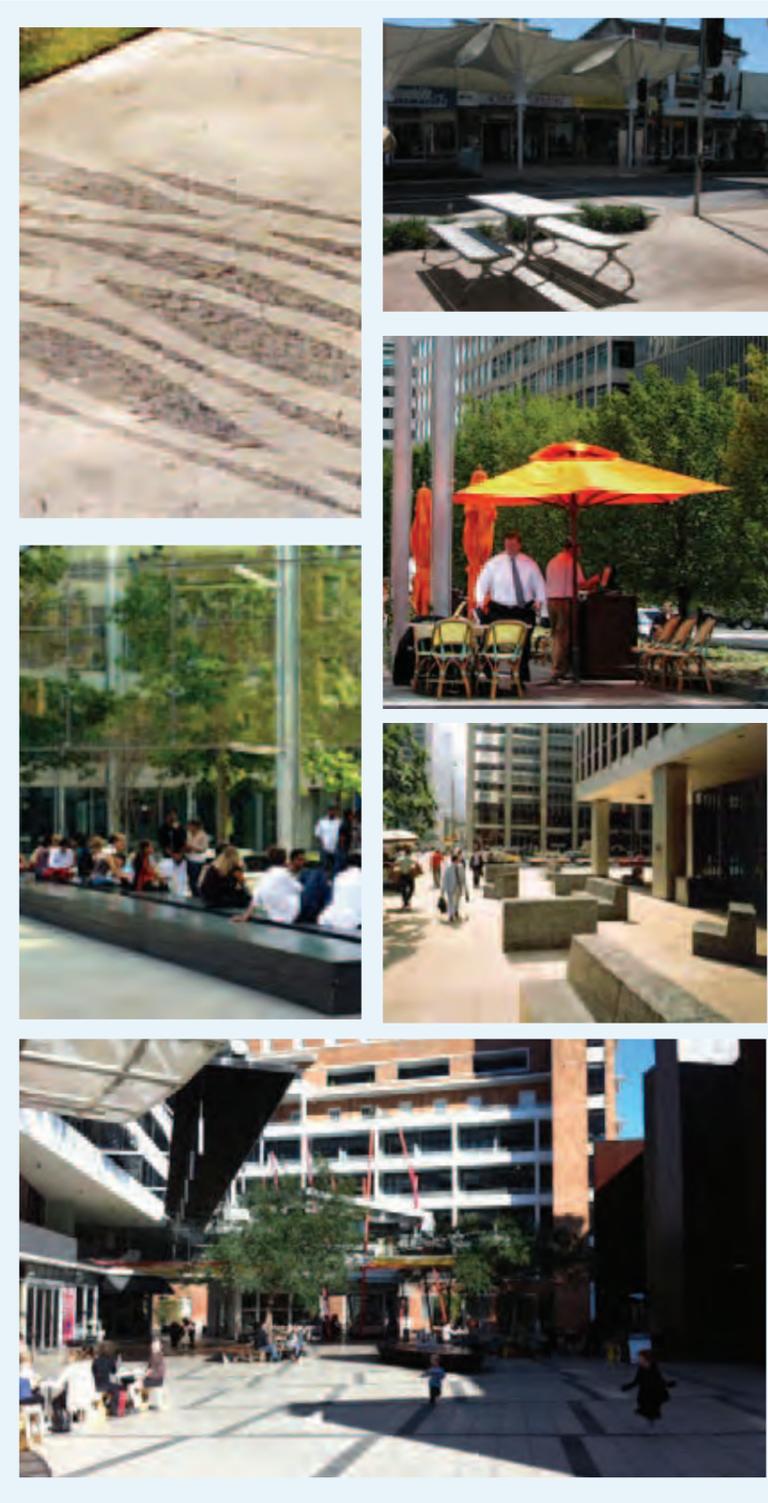
FIGURE 26. PROPOSED CONCEPT PLAN CIVIC PLAZA

WYONG SHIRE COUNCIL CHAMBERS



5. IMPLEMENTATION CIVIC PLAZA

THEMING IMAGES



CONCEPT SECTION



SECTION D CIVIC PLAZA

5. IMPLEMENTATION LANEWAY NETWORK



FIGURE 27. ARTISTS IMPRESSION OF LANEWAY NODE

5. IMPLEMENTATION LANEWAY NETWORK

CONCEPT PLAN- LANEWAY NODE

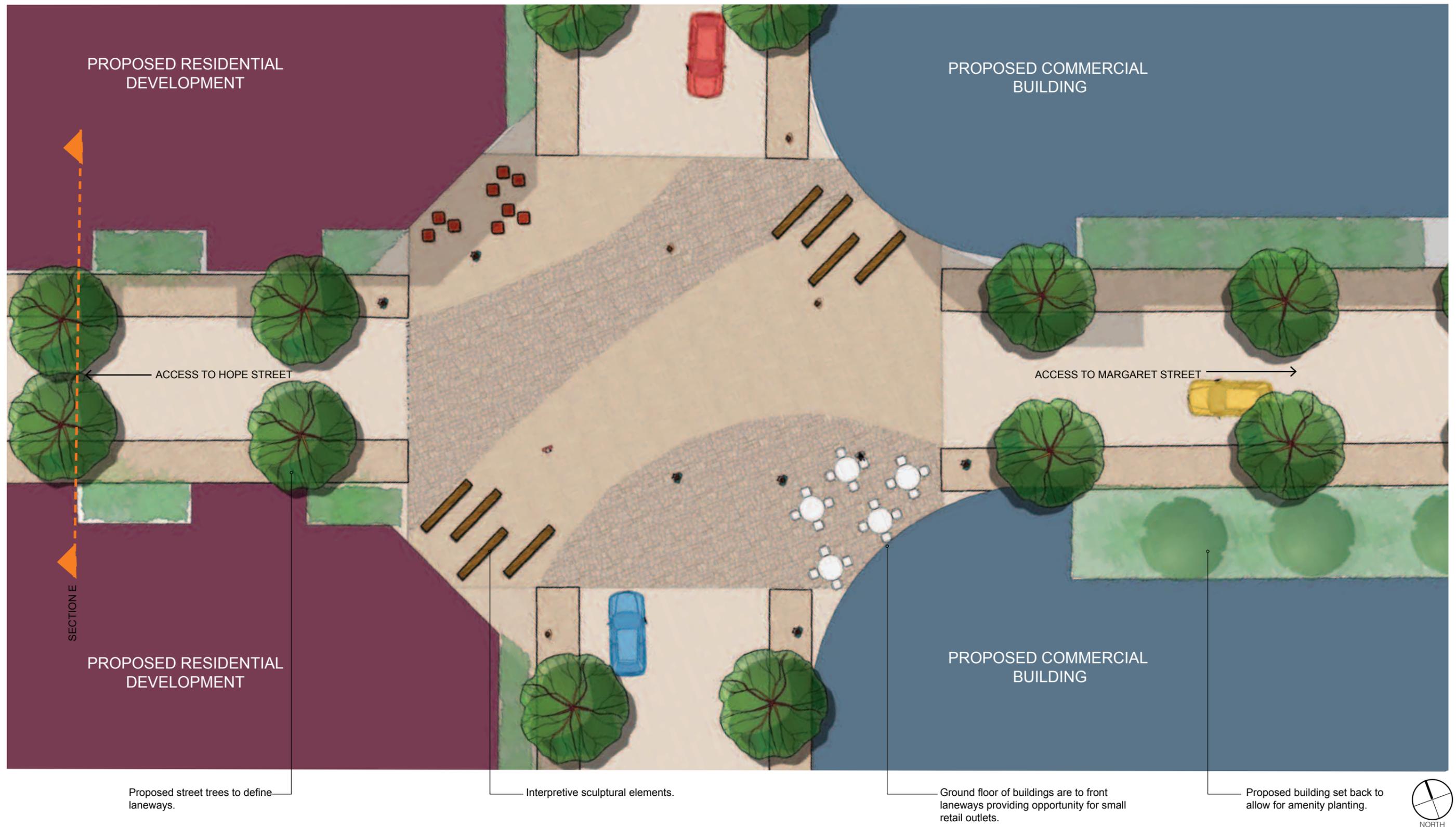
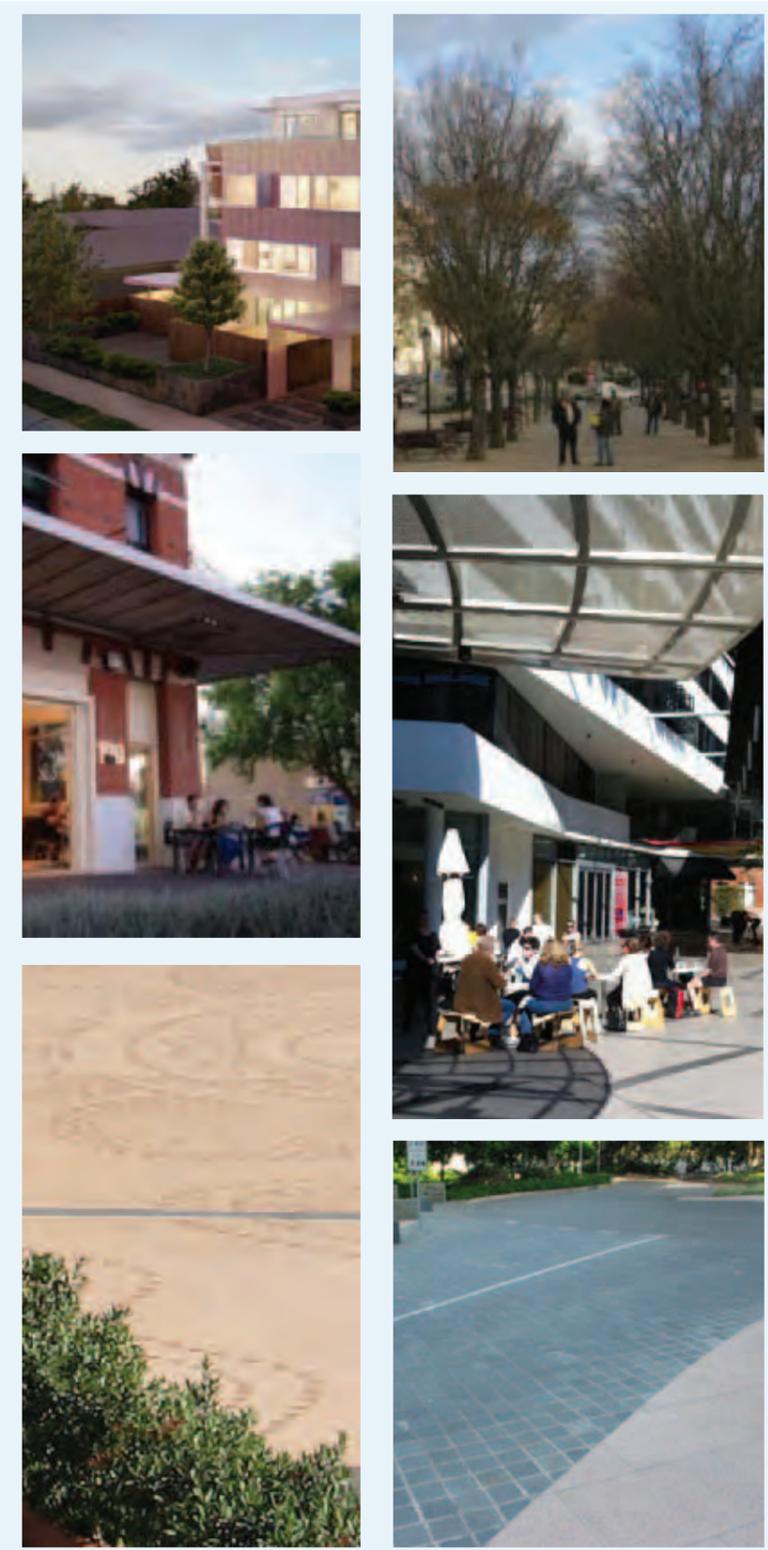


FIGURE 28. PROPOSED LANEWAY NODE CONCEPT PLAN

5. IMPLEMENTATION LANEWAY NETWORK

THEMING IMAGES



CONCEPT SECTION



SECTION E TYPICAL LANEWAY TREATMENT

5. IMPLEMENTATION STREETScape PRINCIPLES

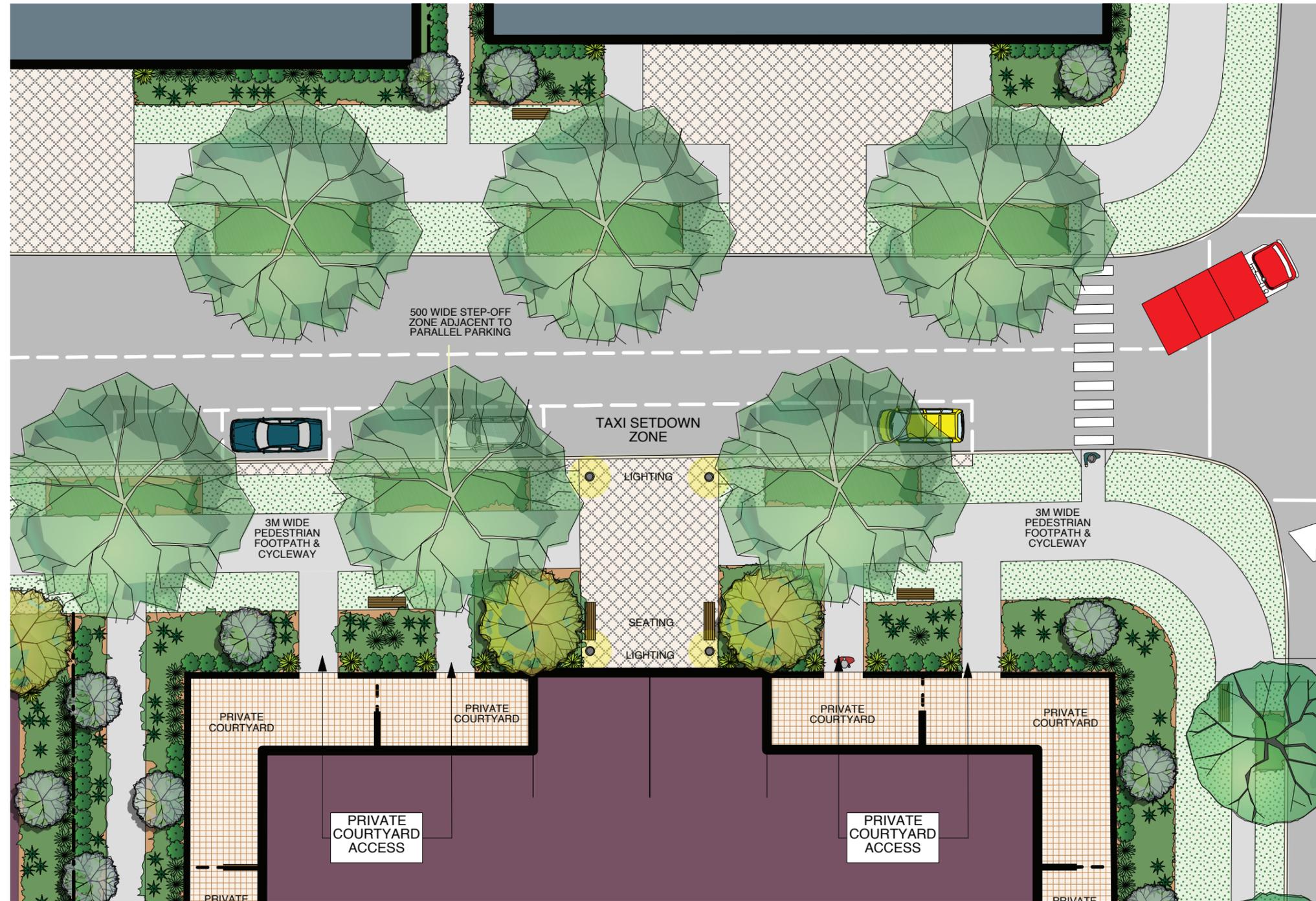
5.6 STREETScape PRINCIPLES



FIGURE 29. ARTISTS IMPRESSION OF ANZAC AVENUE STREETScape UPGRADE

5. IMPLEMENTATION STREETScape PRINCIPLES

STREETScape PRINCIPLES CONCEPT PLAN



THEMING IMAGES

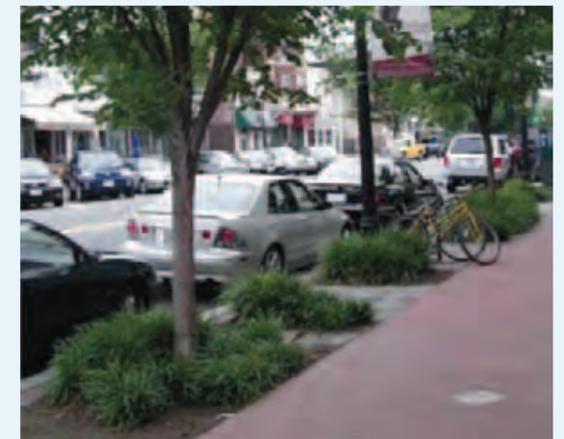


FIGURE 30. DETAIL PLAN- TYPICAL MEDIUM DENSITY RESIDENTIAL STREETScape TREATMENT

5. IMPLEMENTATION STREETScape PRINCIPLES

MAIN STREET

ANZAC AVENUE

Key principles include:

- Wide set backs to activate the streetscape (cafes, restaurants).
- Wide footpaths to accommodate pedestrians and cyclists.
- Large canopy street trees to create a full canopy coverage and a gateway to the precinct

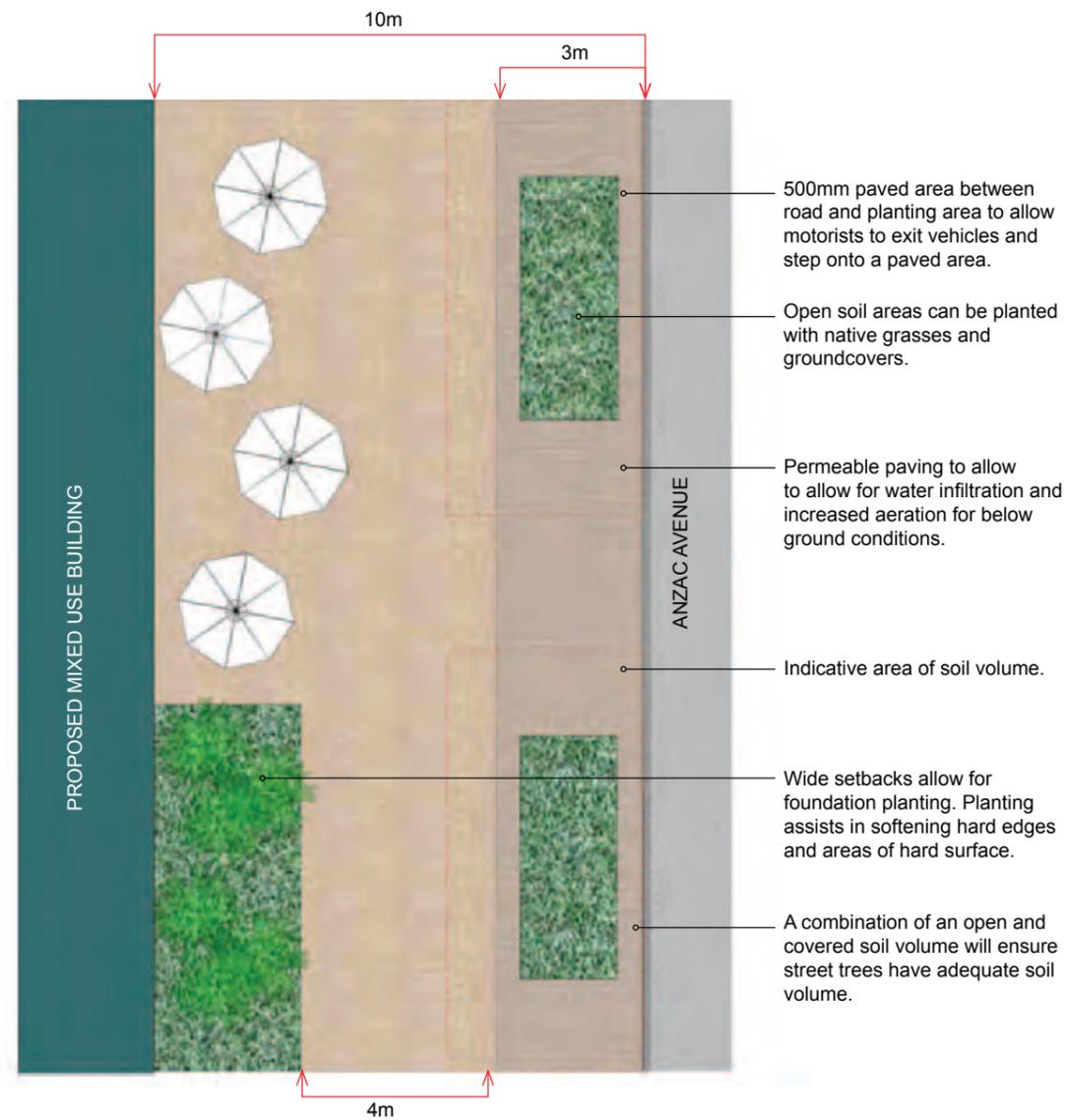


FIGURE 31. TYPICAL FOOTPATH DETAIL - MAIN STREET

Large canopy street tree species for shade and avenue effect along the main entry.

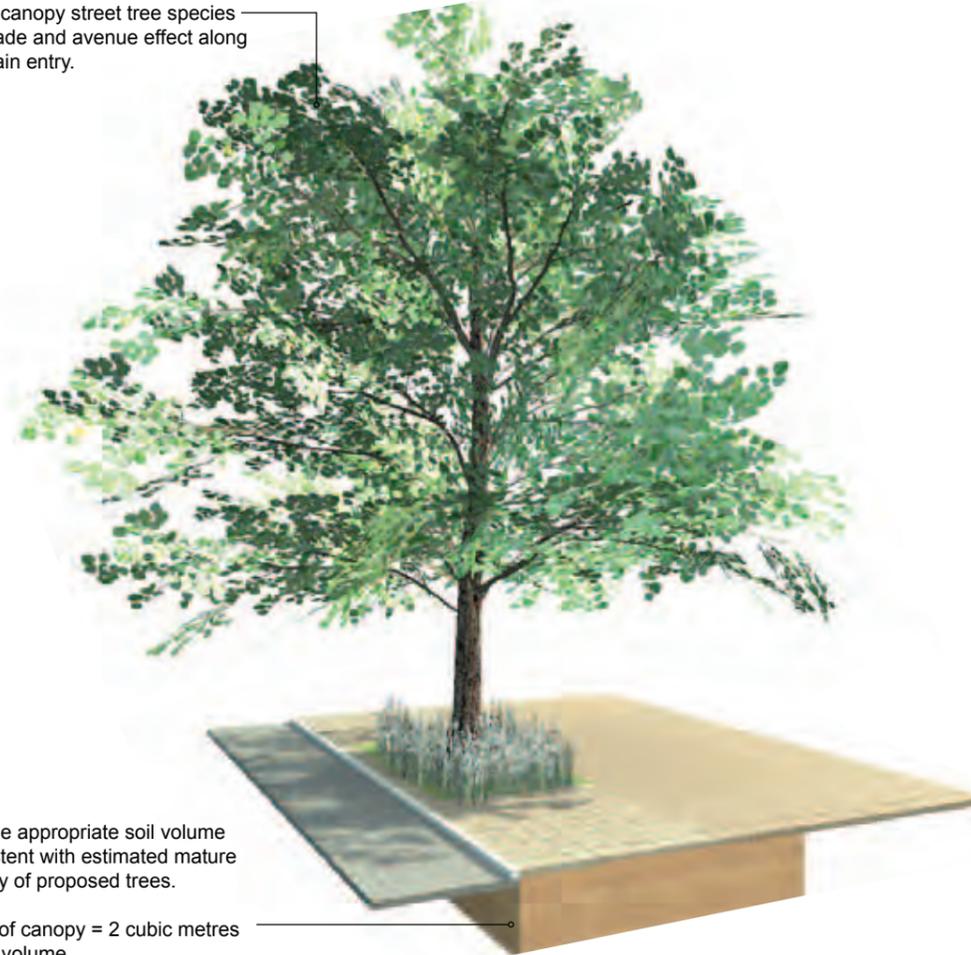


FIGURE 32. TYPICAL STREET TREE PLANTING - MAIN STREET

PROPOSED STREET TREES

PROPOSED SPECIES

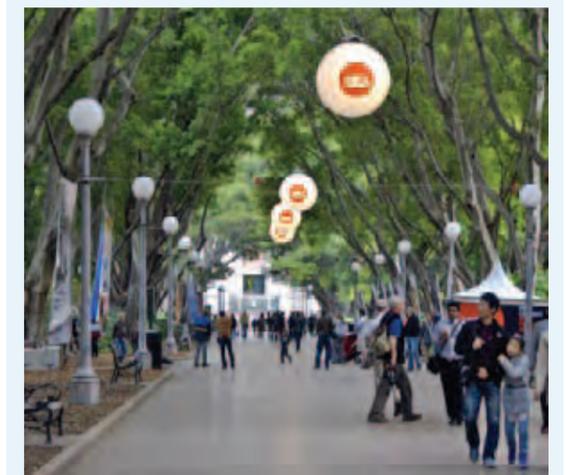
PROPOSED SPECIES	HEIGHT	WIDTH
<i>Ficus microcarpa</i> var. 'Hilli' (Hills Fig)	15-20 m	15-20 m
<i>Flindersia australis</i> (Crows Ash)	12-15 m	8-10 m
<i>Lophostemon confertus</i> (Brush Box)	12-15 m	8-10 m



Lophostemon confertus (Brush Box)



Flindersia australis (Crows Ash)



Ficus microcarpa var. 'Hilli' (Hills Fig)

5. IMPLEMENTATION STREETScape PRINCIPLES

LOCAL ROADS

MARGARET STREET, HOPE STREET & HELY STREET

Key principles include:

- Wide footpaths to accommodate pedestrians and cyclists.
- Planted planting bed along edge of the road to provide separation between cars and pedestrians.

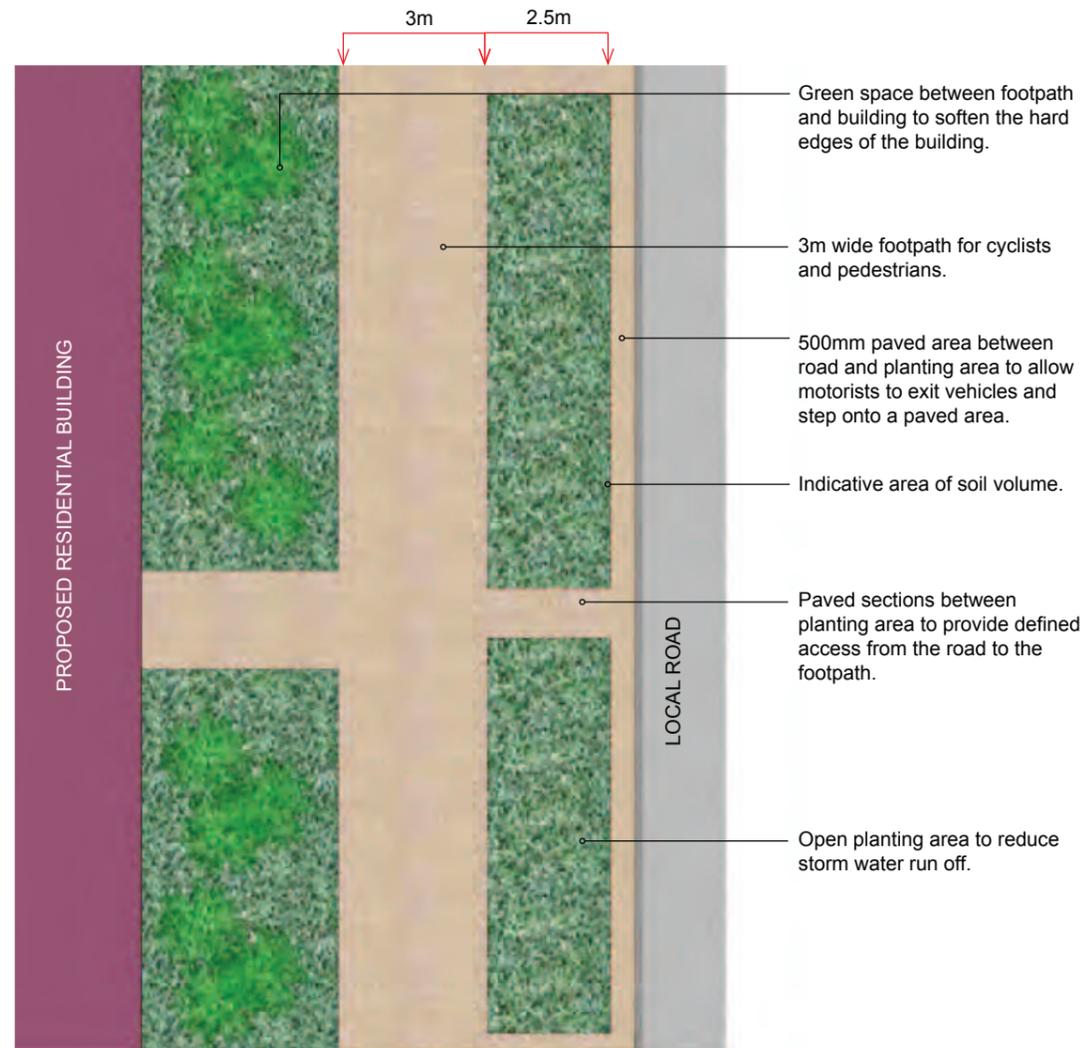


FIGURE 33. TYPICAL FOOTPATH DETAIL - LOCAL ROADS

Street tree species on local roads utilise a combination of small, medium and large trees to assist in defining road hierarchy.

Open soil areas planted with native grasses and groundcovers.

Provide appropriate soil volume consistent with estimated mature canopy of proposed trees.

1sqm of canopy = 2 cubic metres of soil volume.

Below ground volume comines:
Structural soil / soil cells and Existing soil.

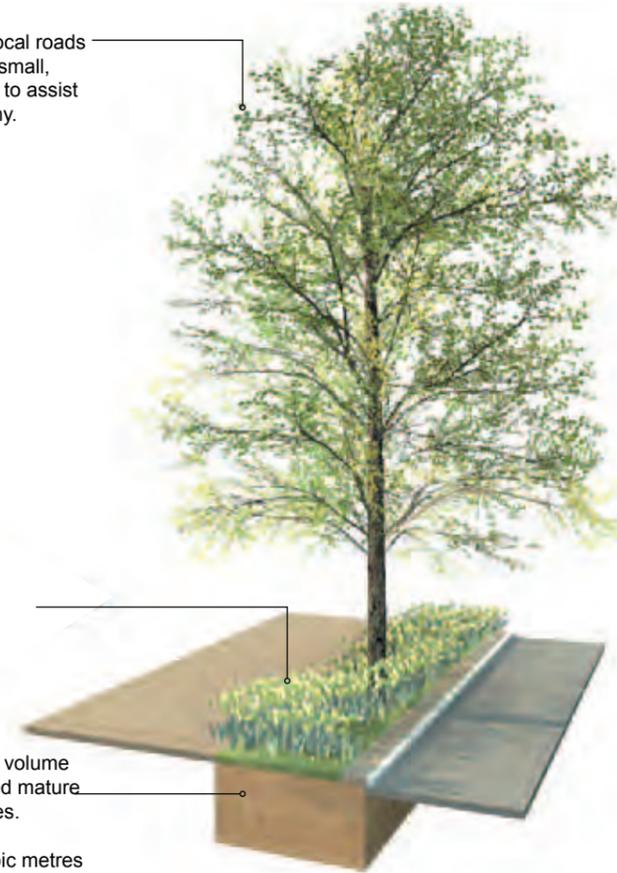


FIGURE 34. TYPICAL STREET TREE PLANTING - LOCAL ROADS

PROPOSED STREET TREES

PROPOSED SPECIES	HEIGHT	WIDTH
<i>Alloxylon flammenum</i> (QLD Tree Waratah)	12-15 m	6-8 m
<i>Backhousia citriodora</i> (Lemon Myrtle)	6-8 m	3-6 m
<i>Elaeocarpus eumundii</i> (Eumundii Quandong)	8-12 m	6-7 m
<i>Tristaniopsis laurina</i> 'Luscious' (Water Gum)	7-12m	5-8 m



5. IMPLEMENTATION STREETScape PRINCIPLES

SHARED LANEWAYS

EXISTING & PROPOSED LANEWAYS

Key principles include:

- Covered soil areas to maximise footpath for pedestrian use.

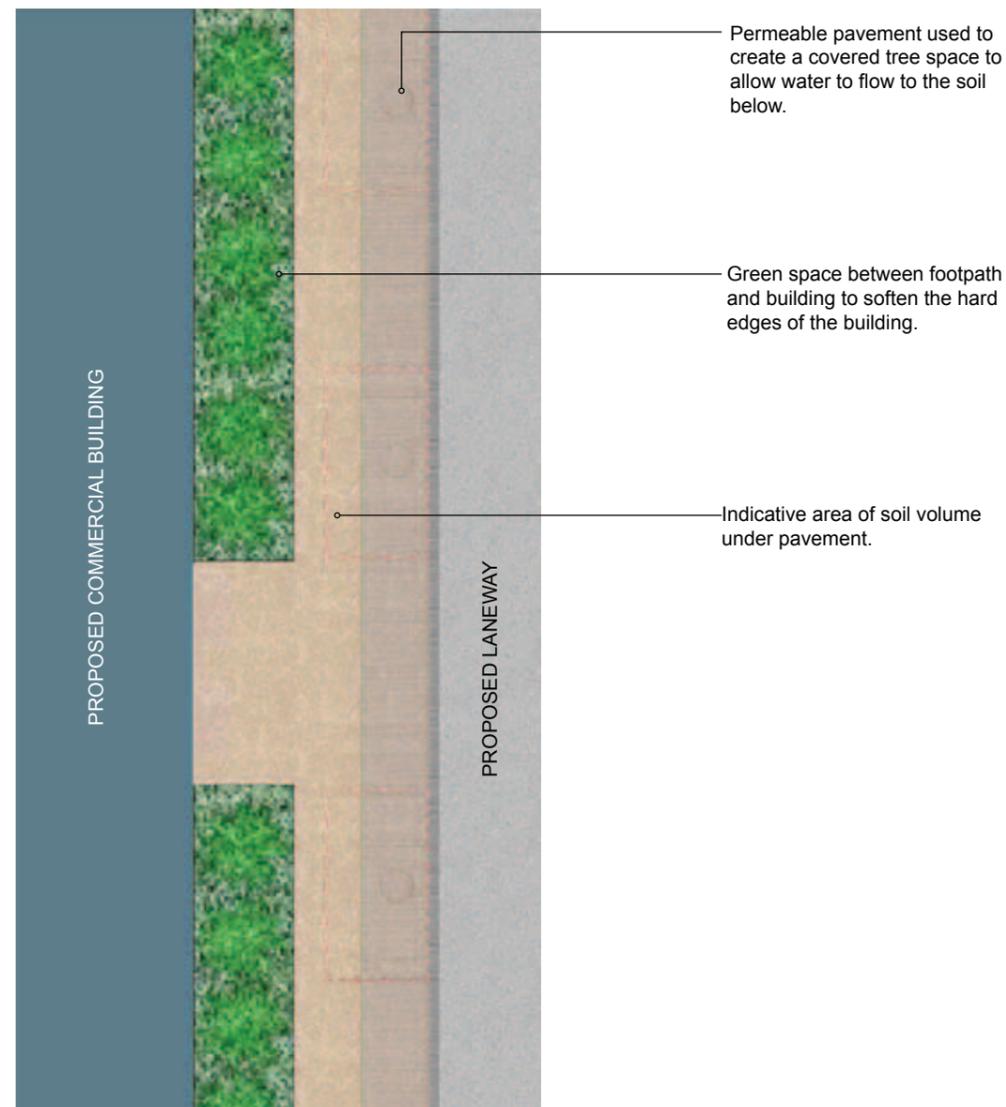


FIGURE 35. TYPICAL FOOTPATH DETAIL - SHARED LANEWAYS

Utilise deciduous trees for solar access in laneways.

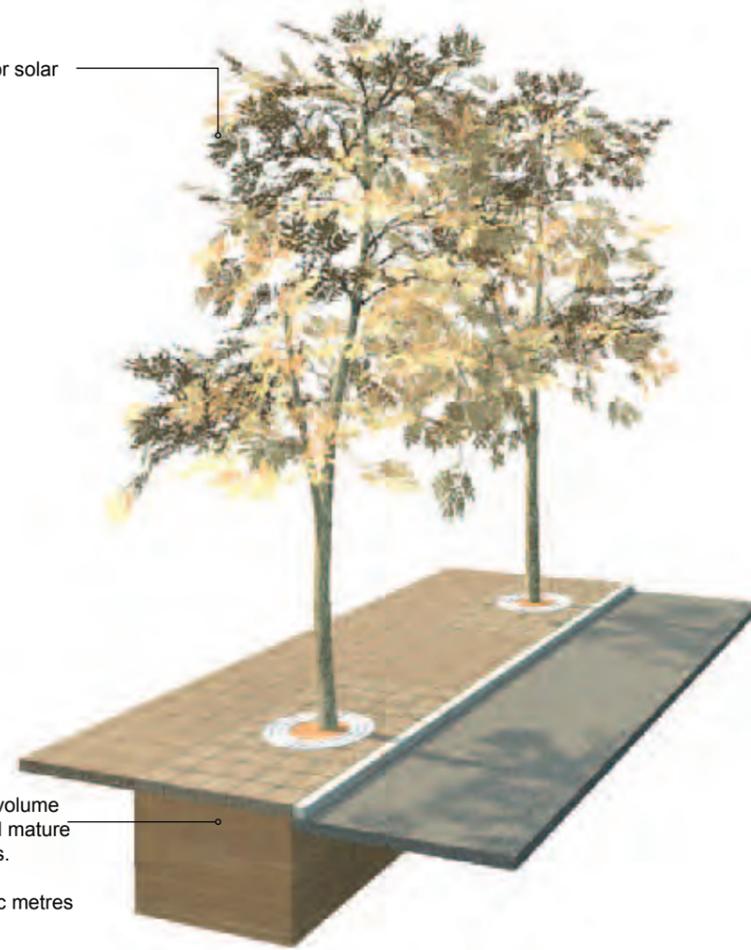


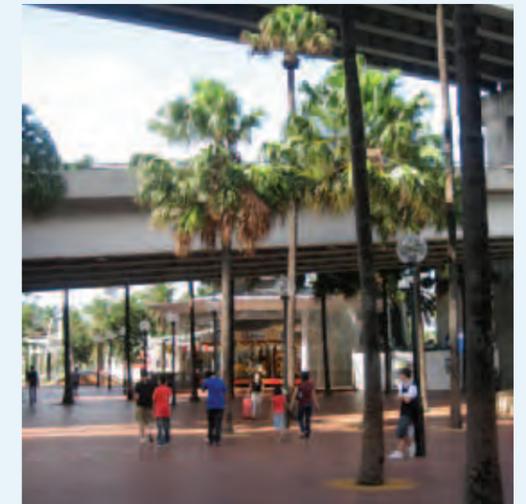
FIGURE 36. TYPICAL STREET TREE PLANTING - SHARED LANEWAYS

PROPOSED STREET TREES

PROPOSED SPECIES	HEIGHT	WIDTH
<i>Pyrus calleryana</i> 'Capitol' (Flowering Pear)	9-11 m	3 m
<i>Lagerstroemia indica</i> Cultivars (Crepe Myrtle)	3.5-8 m	3-6 m
<i>Livistona australis</i> (Cabbage Tree Palm)	12-15 m	3 m



Pyrus calleryana 'Capitol' (Flowering Pear)



Livistona australis (Cabbage Tree Palm)



Lagerstroemia indica (Crepe Myrtle)

APPENDICES

A. COMMUNITY WORKSHOP SUMMARY



A. COMMUNITY WORKSHOP MAY 2011

HERITAGE / CULTURAL VALUES



CONSTRAINTS

- Relocation of existing services eg. Anzac Avenue Community Centre must be considered.
- RSL & Bowling Club represents the needs of older citizens. Need to be respected.
- Not to lose country town centre feel & turn into concrete ghetto.

OPPORTUNITIES

- Protection of the Rotary Time Capsule on the corner of Margaret & Anzac Avenue.
- Heritage Buildings to be incorporated into the Masterplan: Davie Bros Store, Chapman
- Stores, Police Station, Church on Church Street, Station Masters Building, Railway Precinct.
- Wyong was originally Citrus & Orchard farming.
- Wyong Shopping Plaza was formerly a theatre.

TOPOGRAPHY



- Topography of Margaret Street & Hely Street, restricts access for some pedestrians.

- Utilise the topography to maintain existing sight lines and capitalise on views within the site and out of the site.

DRAINAGE



- Drainage mitigation measures need to consider the down stream effects.
- In large rain events, the Racecourse, Golf Course and Kooindah Waters flood.

- Incorporate detention basin into Frank Ballance Park.

VEHICULAR TRAFFIC



- Resolution of Pacific HWY- RTA.
- Intersection of Hope & Anzac Avenue need roundabout or Traffic lights to slow traffic movement.
- There is poor visibility on the Anzac Ave & Hope Road intersection.

- Close Anzac Avenue or one way only to cars between Hely Street and Hope Street.
- Provide a shuttle bus to railway.
- One way streets should be considered to minimise traffic flow.
- Anzac Avenue as a key entry point / gateway.

A. COMMUNITY WORKSHOP MAY 2011

ACCESS / CONNECTIVITY



CARPARKING



OPEN SPACE & STREETSCAPE



LAND USE



CONSTRAINTS

- Pauline Lane is currently a hub for minor criminal activity and security is an issue.
- Pedestrian access to the Anzac Avenue Community Centre is required for High School Students & Housing Commission Areas.
- Proposed ALDI store will have an influence on pedestrian movements.
- Currently no transport close to Shopping Plaza and access is difficult due to slope.
- Some elderly people continue to Tuggerah on the bus for their shopping.
- Currently no footpaths along Margaret Street & parts of Anzac Avenue.

- Lack of parking close to the proposed Arthouse.
- Currently difficult to park along Pacific HWY resulting in a loss of business for shopfronts facing Pacific Highway. Proposed carparking within the Site should take this into consideration.
- Currently a large overflow of commuter carparking into the streets of the town centre.
- Currently signage to eastern carparking is insufficient.
- Currently when shows are on in the memorial hall, people park in the RSL carpark.
- Carparking along Pauline Lane is always full.

- Graffiti is a big issue in the study area. Design of building and material selection needs to minimise potential for this type of vandalism.
- Buildings along Pacific Highway as you enter Wyong from the north are an eyesore.
- Streetscape character adjoining railway line is very poor.
- Existing Plane trees along Anzac Avenue issues with leaf litter & Root damage.
- Value for those walking downhill and driving past plus those using the park.

- Siting of the Art House due to existing landuse. eg. courthouse, police station.
- Siting of the Art House - drainage problems.
- 500 seat theatre is inadequate.
- Possible name change to acknowledge past use- 'Memorial Art Centre'
- Currently there are a number of vacant shops.

OPPORTUNITIES

- Utilise laneways with small shops and cafes.
- Key pedestrian link through Pauline Lane. Focus on a safe, high quality walkway.
- Covered walkway connecting Cultural area to Shopping area (through constance place)
- Need for pedestrians to connect to railway station.
- Setback buildings for pedestrians.

- Opportunities exist around the site for multi-storey carparking within walking distance to major centres.
- Locations suggested for carparking included:
 - Existing RSL Site- If RSL moves potential for site to become carparking.
 - Existing Bowling Club Site- Close proximity to Arthouse etc.
 - Anzac Avenue Community Centre- Close to Council Chambers, Police Station, Courthouse and Art House. Ease of access off Pacific HWY.
 - Existing Wyong Train Station carpark could be developed into multistorey carparking.
 - Council owned land behind Council Chambers.
 - Include carpark with all 3A Business Centre Zone Development.
 - Potential for angle parking- Nose to kerb.

- Lighting for theming and security.
- Frank Ballance Park to become a sophisticated open space with sculptural elements.
- Opportunity for outdoor dining
- Frank Ballance Park hold special events & festivals.
- Extend the Frank Ballance Park Site. Creating an open, green space for families local workers.
- Retention basin be included as part of the park.
- Frank Ballance Park to be the central focus of the Wyong Town Centre.
- Extend Frank Ballance Park to the south and utilise council owned land instead to save money.
- There needs to be something to attract people to Frank Ballance Park.
- Frank Ballance Park would become a key feature of Alison Road.

- Provide a variety of medium density housing within the centre for individuals and families.
- Opportunity for small retail outlets to be incorporated along Robley's Lane.
- Potential for restaurants to be located close to Arthouse- eg. Anzac Avenue Community Centre Site.
- Clubs encouraged to diversify eg. inclusion of accommodation & parking on new site.
- Commercial use makes sense next to Cultural Centre.
- Potential relocation of RSL Club to Bowling Club Site. Incorporate parking.
- Potential for Pioneer Park to be utilised as an exercise park, 'Like Centennial Park'.
- Suggestion of motel to be located on existing bowling club site with new RSL.
- Include educational facilities within the Cultural Precinct.
- Laneways to incorporate a small retail / cultural theme.

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BACKGROUND

CONTEXT

ANALYSIS

MASTER PLAN

IMPLEMENTATION

- 5.1 KEY PROPOSALS
- 5.2 ANZAC AVENUE CULTURAL PRECINCT
- 5.3 FRANK BALLANCE PARK
- 5.4 CIVIC PLAZA
- 5.5 LANEWAY NETWORK
- 5.6 STREETScape PRINCIPLES



5. IMPLEMENTATION KEY PROPOSALS

5.1 KEY PROPOSALS

In addition to the Master Plan for Wyong a number of key projects have been provided in response to the urban design principles. These proposals have been developed to provide guidance for the long term development of the town centre.

These key proposals have been summarised in the following table. For each proposal the following has been identified:

PRIORITY

The relative priority of each key proposal.

TIME FRAME

The overall master plan is a long term plan intended to be implemented over the next 10-15 years. The time within which proposals should be commenced has been assessed in response to their priority within this 10-15 year time frame.

PROBABLE COST

Probable costs for the major components of the master plan are provided to assist Council in establishing budgets and exploring sources of funding.

PROJECT	PRIORITY	TIME FRAME	PROBABLE COST
1. ANZAC AVENUE CULTURAL PRECINCT	HIGH	Short Term 2-3 years	Approximately \$4.5-5 Million
2. FRANK BALLANCE PARK	HIGH	Short Term 2-3 years	Approximately \$2.5 - 3.5 Million
3. CIVIC PLAZA	MEDIUM	Mid Term 3-5 years	Approximately \$600, 000
4. LANEWAY NETWORK	MEDIUM	Long Term 8-15 years	Approximately \$2-2.5 Million
5. STREETScape UPGRADES	MEDIUM	Mid Term 3-5 years	Approximately \$1-1.5 Million

5. IMPLEMENTATION ANZAC AVENUE CULTURAL PRECINCT

5.2 ANZAC AVENUE CULTURAL PRECINCT



FIGURE 21. ARTISTS IMPRESSION OF THE PROPOSED MARGARET STREET AND ANZAC AVENUE INTERSECTION UPGRADE

5. IMPLEMENTATION ANZAC AVENUE CULTURAL PRECINCT

CONCEPT PLAN- ANZAC AVENUE CULTURAL PRECINCT

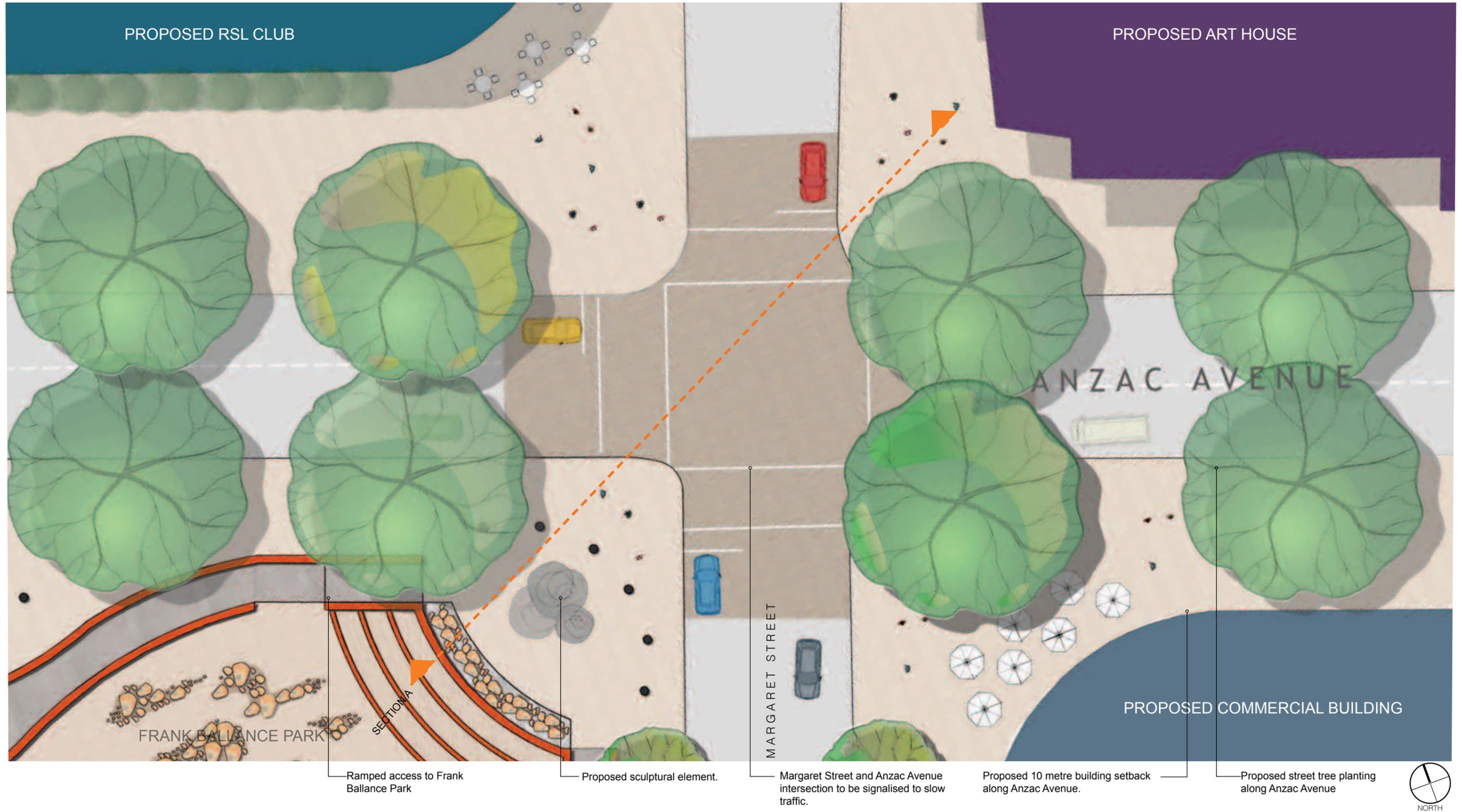
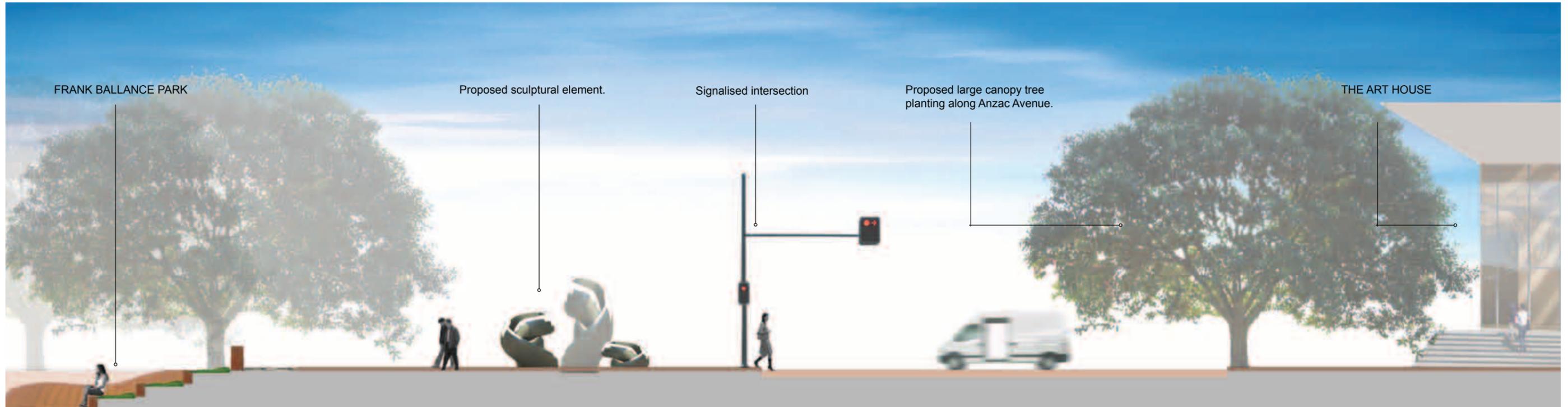


FIGURE 22. PROPOSED INTERSECTION UPGRADE MARGARET STREET AND ANZAC AVENUE CONCEPT PLAN

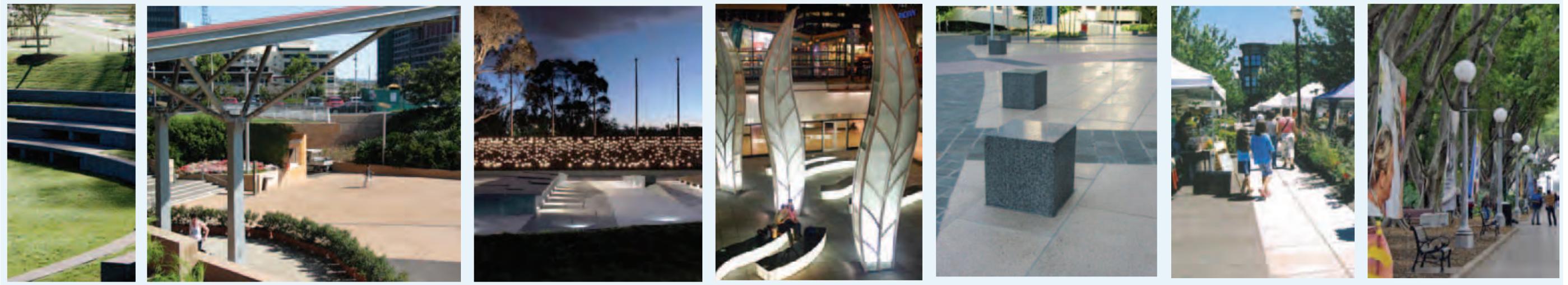
5. IMPLEMENTATION ANZAC AVENUE CULTURAL PRECINCT

CONCEPT SECTION



SECTION A. PROPOSED MARGARET STREET AND ANZAC AVENUE INTERSECTION UPGRADE

THEMING IMAGES



5. IMPLEMENTATION FRANK BALLANCE PARK

5.3 FRANK BALLANCE PARK



FIGURE 23. ARTISTS IMPRESSION OF FRANK BALLANCE PARK

5. IMPLEMENTATION FRANK BALLANCE PARK

CONCEPT PLAN- FRANK BALLANCE PARK

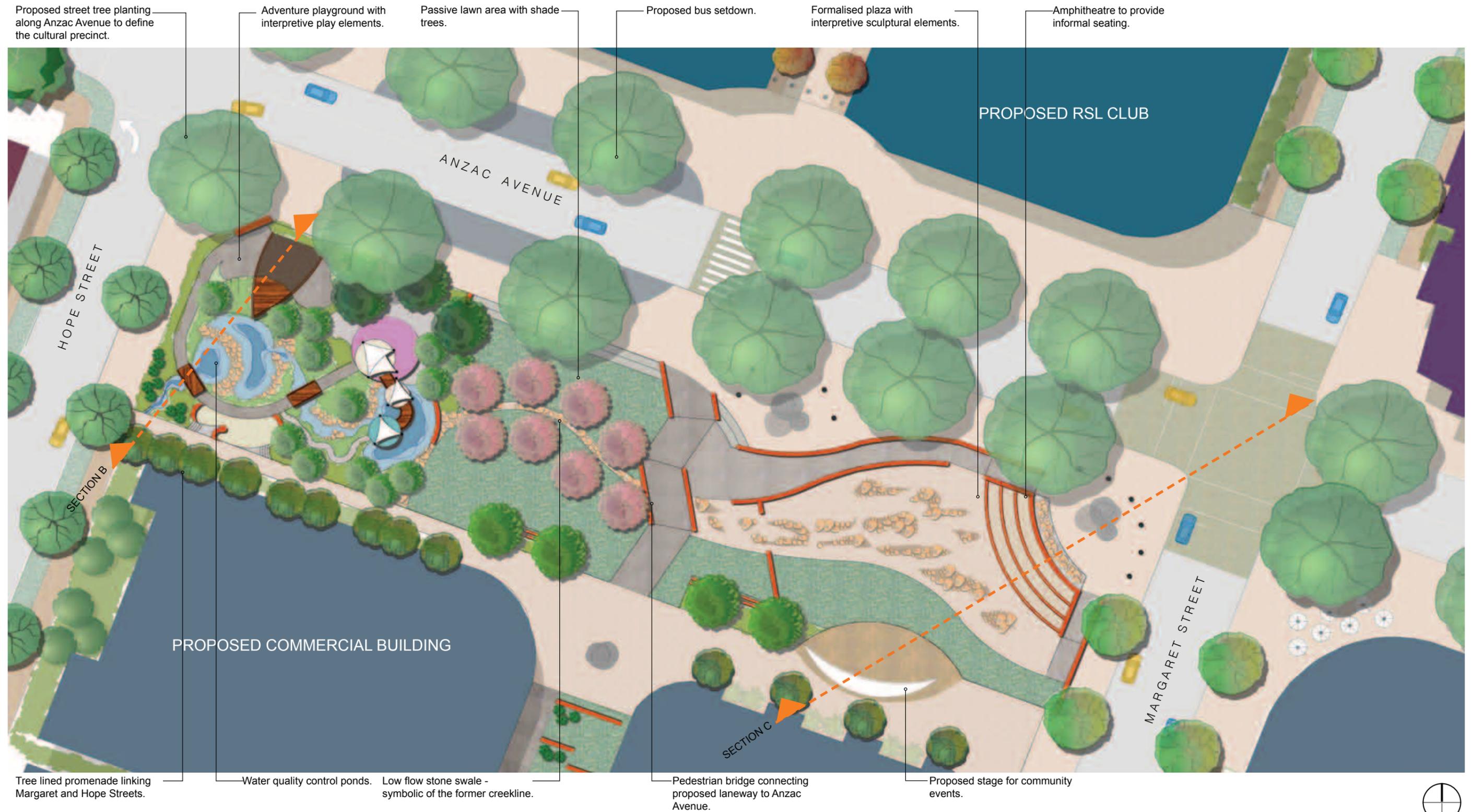
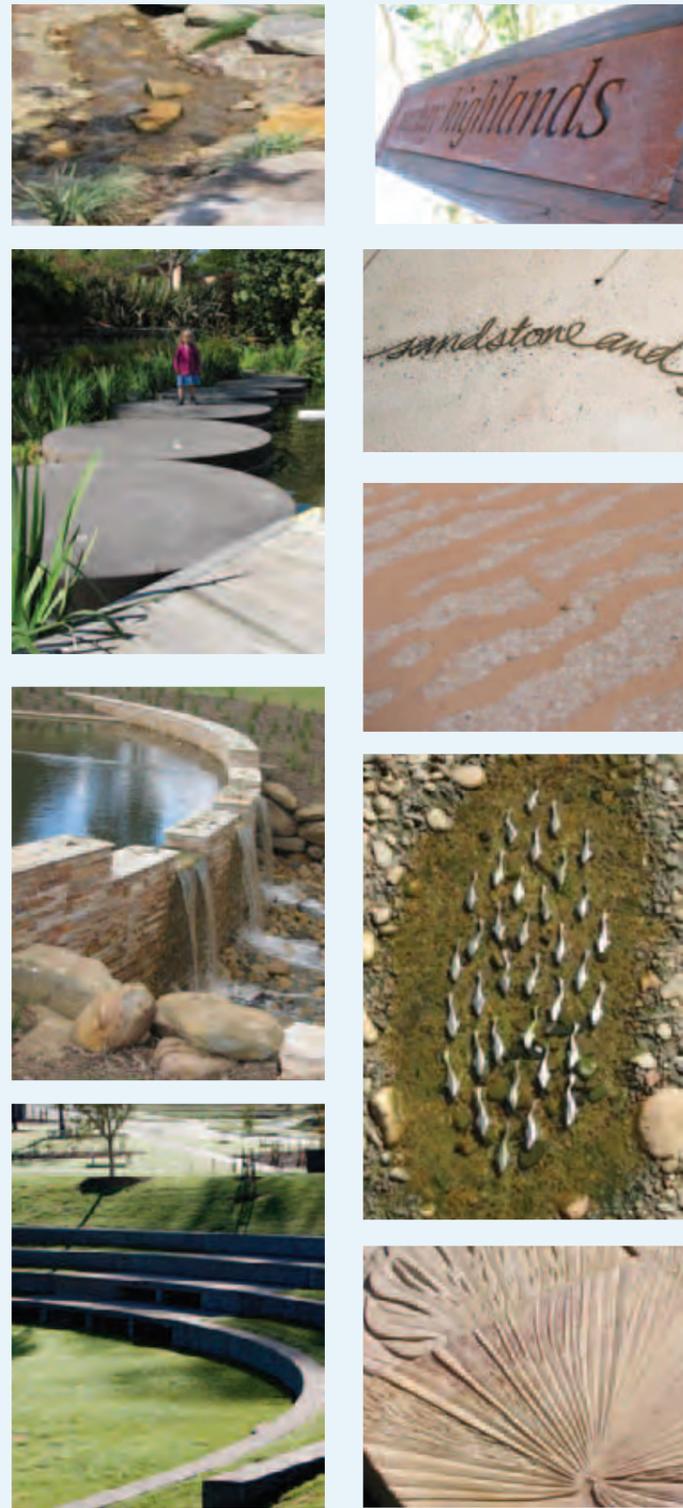


FIGURE 24. PROPOSED CONCEPT PLAN FRANK BALLANCE PARK

5. IMPLEMENTATION FRANK BALLANCE PARK

THEMING IMAGES



CONCEPT SECTIONS



SECTION B FRANK BALLANCE PARK- WATER DETENTION & PLAYGROUND AREA



SECTION C FRANK BALLANCE PARK- PLAZA AREA